

FOR EUROPE & AMERICA
FROM AUSTRIA, AND FOR
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
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Hongkong Daily Press.

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AT THE REQUEST OF THE
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The remarkable feeding experi-
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ton, Macao, and the
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1.15 p.m. to 1.45 p.m. Every 15 minutes.
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Hongkong, 1st April, 1909. a113

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No. 1	510 ft.	77 ft.	26 ft.
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FEBRUARY 17TH.

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Hongkong, 13th February, 1911. [318]

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THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911,
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Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
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Every Comfort.
Ladies' Afternoon Tea Rooms.
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Matron in attendance.
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Hot and Cold Water throughout.
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Electric Passenger Elevator to each floor.
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Hongkong, 24th July, 1905. [a224]

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TELEPHONE No. 197.
TELEGRAPHIC ADDRESS "COMFORT,"
Hongkong.
Hongkong, 1st September, 1910. [a43]

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STANDING in its own grounds with Tennis
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Hongkong, 4th December, 1907. [a32]

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Telephone 126.
Hongkong, 27th January, 1910. [1022]

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Consultation Free.
Hongkong, 21st September, 1905. [1083]

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[25]

DON'T YOU BELIEVE IT?

WHAT?

WHAT?

HARMSTON'S CIRCUS

OPENING AT CAUSEWAY BAY

ON

SUNDAY NIGHT, FEBRUARY 19TH.

LOOK OUT FOR TUXIN, THE MAN WITH THE BOTTLE!

MARRIAGE.

On February 16th, at St. Andrew's, Kowloon, ALBERT HERBERT COOKE, M.A., F.R.G.S., youngest son of the late Rev. W. Crook, D.D., Howth, Dublin, to HELEN FLORENCE MACDOWELL, B.A., eldest daughter of Dr. T. MacDowell, Rathgar, Dublin.

HONGKONG OFFICE: 10A, DES VOGES ROAD
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, FEBRUARY 17TH, 1911.

The dominating interest in Hongkong this week has been sport. Exchange may be low, business may be dull, and trade prospects may be anything but bright, but apparently they do not affect the annual Race Meeting promoted by the Hongkong Jockey Club. Quite as many ponies as usual have been under training, and the entries for the various events in the three days' programme have been up to the average of former years. Hongkong has provided fewer experienced riders than usual, and an unfortunate accident on the second day of the meeting further reduced the number by two; but so far as the actual sport is concerned, the Jockey Club have every reason to feel gratified at the results of the 1911 Meeting. The public, too, have evidently enjoyed the carnival of sport. Business has been practically suspended in its favour, and the weather being gloriously fine, the crowds thronging the Happy Valley, both outside

and inside the course, were unprecedentedly large. Many visitors from Shanghai and other ports were present. The patronage which the Club enjoys was demonstrated by the attendance of H.E. THE GOVERNOR and LADY LUGARD, the leading members of both the naval and military services, and of prominent citizens, and nothing that was essential for success was lacking. The only incident of the meeting which created any dissatisfaction among the spectators was an obviously erroneous decision by the Judges in the race for the Hongkong Stakes, yesterday, when Trovanna, which came fourth past the winning post, was announced as second, and Inca, which came in third, was not placed by the Judges. The verdict of the Judges being final, much money was lost and won on a decision that was generally declared on the course to be a wrong one. Hence the dissatisfaction. By general consent an obvious and unaccountable error was made by the judges, and when attention was drawn to this and no change was made, the prevailing feeling was one of bewilderment. It was commonly believed that the judges did not alter their decision because the pari-mutuel had paid out on the ponies already announced, but it is more likely, we think, that the judges decided to adhere to their verdict simply because they considered it correct, for the judges have simply to decide the order in which the ponies pass the winning post, and when that decision is made their responsibility ends. In this instance a mistake was made; there is no room for any doubt on the point. The men in the Press stand, accustomed to keep their eyes on the winning post, spectators from every part of the enclosure, and even riders in the race testify that the pony which was placed second really finished fourth. At race meetings everywhere there are occasions when the decision of the Judge does not quite coincide with the views of some spectators who have witnessed the finish from various angles, but in cases where, in sporting parlance, it is a "toss up," the decision of the Judge is loyally accepted. In the present instance, however, where the error was so palpable, the question is asked whether the decision of the Judges is irrevocable? It is urged that surely when a palpable mistake has been made, it should be open to the Judges to correct it, even though the pari-mutuel paid out on the declaration made by the Judges, because not only has the owner of Inca a just claim to the honour and the prize money, but there are also outside sweeps to be settled. We are not sufficiently acquainted with the rules of racing to say whether outside sweeps can be settled on a different basis to those settled on the course, nor can we say exactly what course, if any, is open to the Stewards of the Jockey Club in the matter, but as it forms the subject of an unusual amount of discussion, it is one which the Stewards might very well take into consideration. It was a regrettable error on the part of Judges who have discharged for many years the very exacting duties of the office with the greatest satisfaction; but the only point for consideration by the Jockey Club now is whether the rules—if they do not already make provision—should not in such a case as this give to the owners prejudiced by the decision the right to ask for its correction.

The French mail of the 17th January was delivered in London on the 15th inst.

The first performance of "The Follies" at the Theatre takes place to-night. The booking is at Montreux's.

We are desired to state that through the courtesy of Captain Kraft, Commanding the German Cruiser Squadron, the Band of S.M.S. *Scharnhorst* will play at Government House on the occasion of Lady Lugard's weekly "At Home" to-day (Friday).

Major Burton, C.M.G., son of a former Bishop of Hongkong and late Acting Governor of Barbados, was married at the Cathedral in Barbados to Miss Katherine Janet Sutherland, of Wray Park, Reigate, formerly a Sister of St. George's Hospital.

Henry Conrie, ship's officer, again appeared before Mr. E. E. Hallifax at the Magistracy yesterday on the charge of being in possession of arms without a permit. Sergeant Cashman informed his Worship that the police did not wish to proceed with the case, and the charge was withdrawn.

Engineer W. A. Bury has been appointed to the receiving ship *Tamar* at Hongkong for service with the *serow* sloop *Roarier*, stationed in the harbour. As Mr. Bury is a specialist in submarines, his appointment is in connection with the stationing of the flotilla of submarine boats at Hongkong. He has served in the Royal Navy six and a half years, and was latterly aboard the cruiser *Bonaventure*, seeing depot for submarines at Portsmouth in connection with the Home Fleet.

TELEGRAMS. TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

RUSSIA AND CHINA.

"RUSSIA'S PATIENCE EXHAUSTED."

LONDON, February 16th.
The "Bourse Gazette" of St. Petersburg announces that there has been an important conference at the Ministry of War on the subject of Russia's relations with China. The journal says Russia's patience is exhausted owing to the persistent flouting of Treaty stipulations by China.

A vital pronouncement by the Foreign Office is expected in a few days.

CHINESE STUDENTS IN LONDON.

LONDON, February 16th.
A Hall of Residence for Chinese students will shortly be opened in London.

The Chinese Minister warmly supports the scheme which is intended to provide a good social centre for students.

Sir J. McLeavy Brown is Chairman of the Committee, which includes Professor Sadler, Sir George Kemp and Miss Kemp.

THE ALSACE-LORRAINE BILL.

LONDON, February 16th.
A Berlin telegram states that the Alsace-Lorraine Bill will probably be withdrawn owing to adverse votes in the Reichstag Committee, which despite the strong opposition of the Government, adopted an amendment raising Alsace-Lorraine to the rank of an independent federal State.

THE POLITICAL SITUATION IN PERSIA.

LONDON, February 16th.
A Teheran dispatch states that all the members of the Mejliss visited the Regent on Sunday, as he had intimated that he would refuse to be sworn until a stable majority was formed in the Mejliss. He deprecated the present excessive interference of the Mejliss in foreign affairs.

ILLNESS OF THE POPE.

LONDON, February 16th.
His Holiness the Pope is ill in bed of influenza. Audiences have been suspended.

LATER.

The doctor in attendance on His Holiness the Pope is convinced of complete recovery in four days.

PRESIDENT TAFT AND MR. CLARK'S PROPHECY.

LONDON, February 16th.
A telegram from Washington states that President Taft is astonished at Mr. Clarke's speech predicting the passing of Canada under the American flag. He regards the remarks as most unfortunate, and says the Administration has no thought of annexation.

THE PLAGUE.

SUSPECTED CASES AT VLADIVOSTOCK.

LONDON, February 16th.
A telegram from St. Petersburg says it is feared that the plague has reached Vladivostock.

Five Chinese have been found who are believed to be suffering from plague.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

["DAILY PRESS" EXCLUSIVE SERVICE.]

PLAGUE IN THE NORTH.

FURTHER CASES IN PEKING AND TIENTSIN.

PEKING, February 16th.
After a lapse of eight days two deaths from plague have taken place at Peking. One death is occurring daily in Tientsin. The Manchurian centres are improving.

CANTON.

FROM OUR OWN CORRESPONDENT.

February 15th.

PIRACY.
The British Consul-General has sent a dispatch to the Poo Yu Magistracy reporting that a steam launch flying the British flag was lying off Tsau T'an Tsui (Hunan) when she was boarded during the night by several pirates, who bound and gagged the men on the launch and then proceeded to plunder the vessel. The Magistracy has been requested to take steps to discover the perpetrators of this outrage without delay. Considering the number of water police on the river it is astonishing that such an occurrence should take place in one of the busiest spots on the river. The land police are bad enough in all conscience, but their brethren of the water are far worse. They seem to spend most of their time in "hacking" with the sampan girls and in still more questionable pursuits. A few days ago the 72 *Guilford* Press issued a strong denunciation of these men and advocated their abolition and in their place the establishment of a thorough system of launch patrol.

SUPPRESSION OF A PAPER.
By order of the Taoist of Police the newspaper known as the "Ping Ma Po" has been compelled to cease its circulation. The exact reason why this journal has been suppressed is unknown, but it has lately been very outspoken in its comments on the officials and their ways. The public is indignant that the police have taken such strong action, and the editor of the suppressed paper is seeking to interview the highest officers with a view to getting the paper into circulation again. It is wonderful how outspoken several of the local journals are. The highest officers are not exempt from their criticism, and although such criticisms are often indiscreet and hot-headed, yet the effect has been to rob the ranks of officialdom of a great deal of its terror and to place a power in the hands of the people that was not dreamed of a few years ago.

AN UNWELCOME VISITOR.

The Chi Tung village in the Nam Hoi District has been thrown into a state of alarm owing to the visit of a tiger. A Mr. Hung has a large garden on the outskirts of the village, and the beast was discovered by the gardener lurking in the bushes. The gardener fired at the creature with an ancient gun that happened to be handy, but the beast was not hit. The noise of the discharge naturally infuriated the animal, which at once attacked the unfortunate gardener and severely mauled him. By this time some villagers had arrived, and the tiger was soon shot. It weighed over 200 catties, and was put up for sale, and soon every part of the carcass was sold. It should be remembered that when portion of a tiger's heart is steeped in wine the liquor will make a person very brave and he will overcome all his enemies with ease. Peculiar virtues are also attached to the liver, kidneys and entrails of the tiger, while a few of the beast's hairs consumed about the person most effectively ward off the attacks of evil spirits. It is said to be the first time within living memory that a tiger has visited this village.

CHINESE OR ARABIC NUMERALS?
Sometime ago new uniforms were issued to the police and on each man's collar was a number in Arabic characters. The new Taoist has denounced this and has given orders that this numeral is to be replaced by one in the native character. He gives two reasons for this: first, the employment of a foreign numeral is unpatriotic, and second, as the bulk of the people cannot read the Arabic numerals they are not able to lodge complaints against constables when occasion so requires.

OFFICIALS TO BE EXAMINED.
Viceroy Chang still continues to cause consternation in the ranks of the provincial officials. His latest mandate is that all officials below the rank of Prefect and Taoist are to be subjected to a strict examination which will be presided over by his Excellency himself. All those who are thus weighed in the balance and found wanting are to be requested to send in their resignation. His Excellency will also shortly start on a tour of the province, when he will inquire minutely into the administration of the district officers and their subordinates. At the usual bi-monthly levee of officials held by the Viceroy on the 15th of this month it was noticed that the Provincial Treasurer was conspicuous by his absence.

A MODERN HAROUN AL RASCHID.
An official named Lum has recently been appointed to the district of Shikong in the Tang On District, which for a long time has been noted for the large number of robberies and crimes of violence which have occurred there. Lum, in a recent interview with the Viceroy, recounted that he suspected several of the "gentry" to be in league with the robbers, and to make sure he disguised himself as a villager and in this way obtained much valuable information. The Viceroy highly commended this resourceful officer.

ACTIVITY OF THE PICKPOCKET.

The Chinese pickpocket is still very active at the races, and notwithstanding the number of police and detectives on the lookout for him, in many instances he is successful in eluding the grip of the law. A number of the fraternity have been arrested to date, but the majority, we believe, are at large, and are making their presence felt about the racecourse.

Yesterday the Chinese who was charged on the previous day with cutting a competitor's pocket and stealing \$3.60, again appeared at the Magistracy, and Mr. Wood granted another remand in the case. Mr. Hallifax also remanded a Chinese who stands charged with extracting \$10 from the coat pocket of an Indian.

On Wednesday a European lady in the grand stand was relieved of her watch and chain, and a naval lieutenant who won \$80 odd on a race and put it in his pocket subsequently discovered that it was not there. A Chinese lady at one of the outer stands, while watching a close finish, felt her bangle being drawn from her wrist. It was removed so quickly that before she could turn her head it was out of sight, and she was unable to detect the thief in the large crowd which surrounded her.

HARMSTON'S CIRCUS COMING TO HONGKONG.

Owing to the Chinese Authorities at Canton being unable to grant Harmston's Circus protection against the truculent element of the mob, the Combination was obliged to bring its season in the Kwangtung capital to a premature close, and leave hurriedly for Hongkong. Here, pending steamer arrangements, the Circus will show for a few nights only, and the opening performance takes place at Causeway Bay on Sunday evening, the 19th instant. Various novelties will be introduced in the programme, and among the new performers is Tuxin "the man with the bottle," an artist who has delighted crowded tents elsewhere, and who, the management are confident, will greatly please the Hongkong public with his feats of trickery and humour.

SUBSTANTIAL PENALTIES.

A Chinese who has recently arrived from the United States was arrested on the river steamer *Cy Lee* on Wednesday night for being in possession of a Mauser pistol and two magazines of ammunition. The man was placed before Mr. Wood at the Magistracy yesterday on charges of carrying arms without a permit and offering a bribe of \$7. On the first charge his Worship imposed a fine of \$50, or one month's imprisonment, and on the second the defendant was ordered to pay a fine of \$200, the alternative being three months' goal. The \$7 offered as a bribe was put in the poor box.

THE MAILS.

Owing to the mails via Siberia being subjected to considerable delays the Post Office recommends the public not to use this route until normal conditions prevail.

H.H. THE CROWN PRINCE OF GERMANY.

THREE TIGERS IN AN AFTERNOON.

A correspondent gives the following details of the Crown Prince's shoot in the Mirzapore jungles. The day after the Prince shot his big tiger an expedition was made by motor some thirty miles off to a jungle where a tigress with cubs was reported to have killed the day before. A general beat was organised, but without success. The next day and the 23rd January also proved blanks. On the 25th which was the last day in camp, on the way to the jungles 14 miles from Ahroura a *sowar* was met who gave the welcome news that a kill had taken place the night before. He was handsomely rewarded. Eventually the road came to an end and elephants were used for 2 miles, while for the last two miles the party walked to their machans. The beat began at about 1.30 and at five minutes to two a good tigress charged up to the machan of the Crown Prince at a gallop and was killed with one shot. Twenty-five minutes later a cub came up to the same machan and was also despatched with one shot.

The Crown Prince reaped the advantage of his straight shooting at the first two animals by getting a third one about ten minutes later. This one required four shots to dispose of it. The tigress measured 8 ft. 3 in. the male cub 7.5 and the female 7.1. The party had then to make its way as quickly as possible to the railway station in order to reach Allahabad before dinner time. The result of the week's shoot was thus two full grown tigers, one tigress, two cubs, two leopards, two bears, three boar, besides other less important game.

WEATHER REPORT.

On the 16th at 11.50 a.m.—The barometer is rising over Japan, the depression lying over Hokkaido yesterday having passed to the Pacific.

The anti-cyclonic area remains over N. China and pressure has increased along the coast, particularly in the North.

Pressure is low with a tendency to give way in the neighbourhood of the Southern Philippines.

Strong monsoon will continue to prevail over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood... fresh to strong; N.E. winds, fair.

South coast of China... N.E. winds, strong; Hongkong & Neighbourhood... Same as No. 1.

South coast of China between... Same as No. 1.

Hongkong and Hainan... Same as No. 1.

CORONATION GEMS AND THEIR HISTORY.

Speaking of the coronation of King George and the jewels that will figure therein, "Ex-Attache" remarks that "it remains for the Commonwealth of Australia and for the Dominion of Canada to be represented in some similar symbolic fashion among the coronation regalia of the Empire of George V." India will be represented by the Koh-i-noor, of course; and the Star of Africa, the largest diamond in the world, will represent the South African Commonwealth. Unfortunately for the chances of both Canada and Australia contributing veritable gems to the British Crown, precious stones are not picked up in either country. To buy a fine diamond and present it to the Crown is not an alternative proposal that would likely meet with much favour.

THE CONSERVATION OF THE KOH-I-NOR.
The Coronation of Edward VII. was the occasion of the Koh-i-noor reversion to a Christian consecration that it needed very badly, for its previous history had been most sanguinary. It is doubtful if ever a jewel was the cause of so much bloodshed; for its presence as one of the eyes of the peacock throne of the Great Mogul led Nadir Shah to besiege, sack and storm Delhi with immense loss of life. The stone brought back to the Koh-i-noor, for he was assassinated, a fate that his son and heir shared shortly afterward. The fate of the Oriental jewel spread throughout the Orient, and several other Persian and Afghan sovereigns lost their lives and thrones through their efforts to seize or retain it. In fact it was not until 1859, when the gem was presented by the East India Company, that a peaceful chapter in the known history of the Koh-i-noor began.

THE STAR OF AFRICA.
Though one of the Crown jewels, the great diamond did not figure in a coronation ceremony until the accession of King Edward. It was occasionally worn by Queen Victoria in the form of brooch or pendant, but never by Queen Alexandra. The people of India, of high and low degree, are said to regard the stone as a sort of emblem and talisman of sovereignty, and Queen Alexandra felt that for a queen consort to wear it would be an inappropriately. The Star of Africa, although a larger and intrinsically more valuable fragment of crystal than the Koh-i-noor, has no such history. It was carelessly picked out of the clay by a mine manager in South Africa, and on account of its wonderful size became famous in a day. It was known as the Cullinan diamond and was bought by the people of South Africa for presentation to King Edward. Sent to Amsterdam, the most expert cutters and polishers spent months in reducing its size and increasing its lustre. The Star of Africa is only a fragment of the original Cullinan diamond, but is still the largest and most valuable precious stone in the world.

THE TWO CROWNS.
The Star of Africa is the paragon among the famous jewels that comprise the regalia of the British Empire. The crown that King George will wear, although bearing the name Edward the Confessor, is also an upstart, whose history goes no farther back than the reign of Charles II. The old crown and all the regalia that Cromwell could not get hold of for a time were sold and then sold for a second time. Some of the jewels were recovered after the Restoration, notably the ruby given to the Black Prince by the King of Castile, and worn by Henry V. at the Battle of Agincourt. Another famous jewel in the crown is the sapphire of Edward the Confessor, which legend says, will miraculously cure cramp and "King's evil."

THE RING OF EDWARD.
The most cherished of all the Crown jewels is undoubtedly the ring of Edward the Confessor. It is a table ruby, set in a gold band, and reputed for each successive sovereign. At the coronation of Queen Victoria this ring was responsible for a sensation. The jewellers had made the band to fit the little finger of the Queen's hand, but the Archbishop of Canterbury insisted on placing it on the ring finger, and the jewellers having conflicting ideas as to what constituted the "fourth finger," prescribed in the ritual. The ring fitted so tightly that the finger began immediately to swell and the young Queen showed symptoms of fainting. The ring had to be removed with the assistance of some soap and water before the ceremony was concluded. Warned by this *contretemps* King Edward saw to it before his coronation that jewellers and archbishop agreed that the ring finger was to be the fourth finger as far as the Wedding Ring of England is concerned.

LIVERPOOL UNDERWRITERS ASSOCIATION.

THE DECLARATION OF LONDON.
In the annual report of the Liverpool Underwriters' Association to be submitted to the annual general meeting of the members the committee remark that being of opinion that the resolution of the Declaration of London is undesirable in its present form they are glad that an opportunity is afforded for its discussion in Parliament before any action is taken by His Majesty's Government to carry it into effect. The committee think it well to reaffirm what was strongly put before the Royal Commission on the Supply of Food and Raw Materials in Time of War—namely, that the best guarantee for the safeguarding of the needs of the Empire is the possession by Great Britain of an overwhelming superiority at sea, and a fixed determination on the part of the Government to maintain it at all costs.

CODEIFICATION OF LAW.
Referring to the third diplomatic conference on International Maritime Law, the committee observe that it is understood that the proceedings have resulted in a general agreement by the nations to two conventions on the law of salvage and the law of collisions. The salvage code could make no change in British law, except to provide that remuneration is claimable, notwithstanding the fact that the salvor and the salvaged vessel belong to the same owner. The collision code, on the other hand, makes two radical changes in British law; hitherto the British system has been that in a collision where both vessels were at fault the damages were divided equally. The code adopted the Continental practice of decreasing the damages in proportion to the degree of the fault attaching to either party, but if the proportion cannot be established, or if the faults appear to be equivalent, the responsibility is shared equally. The principle of proportioned damage is also made to apply to damages suffered by cargo owners or passengers. The important change is that British law is brought into accord with the Continental rule, under which the liability of a ship remains unaffected by the fact that a collision is caused by the fault of a pilot, even when pilotage is compulsory. Apparently each country adopting the two codes will require to do so by legislative enactment. The committee deprecate most strongly the proposed ratification of the collision code, as they maintain that a proportional system of apportionment with damages will, owing to the difficulty of applying it with precision, lead to an increase of litigation.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

THIRD DAY.

Thursday, 16th February.

The Officials of the Jockey Club are:—
Stewards.—His Excellency Sir F. J. D. Luard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral The Hon. Sir A. L. Winstone, R.N., K.C.B., C.V.O., C.M.G.; His Excellency Major-General C. A. Anderson, C.B.; Commodore C. J. Eyras, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. H. K. Kowick, C.B.; Capt. G. C. Dwyer, Messrs. G. C. Dwyer, Messrs. W. Humphreys, C. H. Ross, N. J. Stubb, H. P. White.
Stewards in charge of the Scales. The Hon. Mr. H. Kowick and Mr. G. C. Dwyer.
Handicapper.—Capt. G. C. Dwyer.
Judge.—The Hon. Sir Paul Chater, Kt., C.M.G.
Assistant Judge.—Mr. C. H. Ross.
Starter.—Mr. H. J. Gudge.
Second Starter.—Mr. M. W. Slade.
Time-keeper.—Mr. M. S. Sassoon.
Hon. Treasurer.—Mr. R. C. Edwards.
Clerk of the Course.—Mr. T. F. Hough.

Good weather and good sport were experienced yesterday when the third day of racing was completed. In the morning the dull skies threatened rain, but as the day advanced the clouds disappeared and the sun reigned supreme in the heavens. The ten events set down on the card were particularly interesting, and with the exception of the first race the several competitions proceeded excitingly. H. B. the Governor and Lady Lugard arrived before the commencement of the racing, and were welcomed as usual. The attendance was not so large as usual in the morning, but the numbers assumed their ordinary proportions in the course of the afternoon. The band of the K. O. Y. L. I. added to the pleasure of the gathering.

A regrettable incident took place in the third race, that for the Hongkong Stakes. By some unaccountable error of judgment the judges placed the pony which was third (Inca) out of the prize list altogether and gave second place to Trevanna, which finished fourth, while Donau, who really came in second was allocated third place. When the numbers were hoisted, the crowd waited for a change to be made in the belief that the man in charge of this duty had made a mistake. Men from all parts of the stands came to declare that an error had been committed, but though this consensus of opinion was apparent to the judges they did not see their way to alter the decision indicated by the figures on the board. The honesty of the judges was not impugned, but it was felt that a decision which was palpably wrong should not be irrevocable. Needless to say, considerable dissatisfaction prevailed, and the error was generally deplored.

Much interest was manifested in the race for the Ladies' Purse, which unexpectedly went to Pot Rose, rather than Lucullus Rose, who was hot favourite. Mr. King, the rider, went immediately afterwards to the Grand Stand to claim the trophy, which was gracefully handed over to him by Miss Eyles in the presence of the Governor, Lady Lugard and Club officials.

Only four ponies came out to struggle for the Champion Stakes. This was an unqualified success for Buxey's stables, Coronation Rose winning, with Royal Rose second. The events finished in good time, and a very successful meeting has to be added to the chronicles of the Jockey Club.

THE GRAND STAND STAKES.—Winner \$600. Second \$150. Third \$75. For China Ponies, bona fide Griffins on date of entry. Winners of one race 5 lb. of two or more races 10 lb. extra. Subscription Griffins allowed 5 lb. Entrance \$10. Three quarters of a Mile.

Mr F. B. Marshall's Willow Tree, 11st 5lb. (Mr. Vids) 1
Mr John Peel's Anchenoon, 10st 12lb. (Mr. Johnston) 2
Mr Durgor's Just in Spite, 11st 1lb. (Mr. King) 3
Mr C. H. Ross' Bee Hoe, 11st 1lb. (Mr. Hickman) 0
Mr Buxey's Gardenia Rose, 10st 12lb. (Mr. Burkill) 0

It was unfortunate that the first race of the day should have witnessed a wretched start. Willow Tree was very much in advance and got away so far ahead that the result for such a distance was never in doubt. Anchenoon was about five lengths behind the leader. Ben Hoe was third, the Rose fourth, and Just in Spite last. The only difference race uphill was that Anchenoon and Ben Hoe raced neck and neck, but past the village Just in Spite claimed second place. In the straight Willow Tree ran easily, with Anchenoon following comfortably in the rear.

The time was 1m. 29s., which eclipses the record of 1.30 established by Persimmon Tree.

PARI-MUTUEL.
Dividend \$8.60
1st 5.00
2nd 5.10
CASH SWEEPS.
1—Ticket No. 174 \$365.40
2— " 112 104.40
3— " 11 52.20

THE GREAT SOUTHERN STAKES.—Winner \$600. Second \$150. Third \$75. For China Ponies. Weight for inches as per scale. Winners at this meeting of one race 7 lb.; of two or more races 10 lb. extra. Griffins allowed 5 lb.; Subscription Griffins of seasons 1909-1910 and 1910-1911 allowed 10 lb. Entrance \$10. One Mile and a quarter.

Mr Buxey's Spring Rose, 11st 1lb. (Mr. Burkill) 1
Mr Buxey's Cocle Rose, 11st 5lb. 7lb. (Mr. Cumming) 2
Mr Peel's Discarded, 11st 5lb. 7lb. (Mr. Johnston) 0
Mr Marshall's Clover Tree, 10st 12lb. (Mr. Vids) 3

The flag dropped to a very good start. Discarded taking the lead, with Clover Tree second, and Spring Rose third. Cocle Rose drew level with the Tree and headed the field at Bowington, Discarded falling back to third position. At the incline Spring Rose led by a length from Discarded, Clover Tree being third and Cocle Rose last. The order was the same

passing the village, but at the entrance to the straight Cocle Rose passed Clover Tree and in the home run overhauled Discarded. Spring Rose, ridden easily, passed the judge's box with a lead of several lengths. Cocle Rose and Discarded struggled for second place, the Rose in the last spurt outdistancing Peel's pony by many lengths.
Time—2 min. 41s. sec.

PARI-MUTUEL.
Dividend \$9.30
1st 6.60
2nd 12.70
CASH SWEEPS.
1—Ticket No. 24 \$693
2— " 74 198
3— " 130 99

THE HONGKONG STAKES.—Winner \$750. Second \$250. Third \$125. A forced entry for China Ponies Subscription Griffins of this season 1910-1911. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners allowed 5 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile and a half.

Messrs Lubbock and Noble's Alacrity, 10st 10lb. 1lb over (Mr Johnston) 1
Messrs Slade and Balloch's Trevanna, 10st 6lb. 3lb allowance (Mr Hickman) 2
Mr O. K.'s Donau, 10st 4lb. 8lb allowance (Mr Kilmance) 3
Mr Morrison Hill's Bantam, 10st 12lb. (Mr King) 0
Mr Macleod's Inca, 10st 4lb. 8lb allowance (Mr Kremer) 0
Mr Billiard's Shellout, 10st 7lb. 9lb allowance (Mr Humphreys) 0
Mr Marshall's Xmas Tree, 10st 7lb. 8lb allowance (Mr David) 0
Mr H. B. Pike's Artisan, 10st 9lb. 5lb allowance (Mr Vids) 0
Mr Bell's Perhaps, 10st 13lb. 8lb allowance (Mr Williams) 0
Mr Thomas' Mustard, 10st 10lb. 3lb allowance, 1lb over (Mr Cumming) 0

Owing to the restlessness of a few of the ponies, the field of ten was delayed in getting off, false starts being innumerable. At length the flag fell, Bantam making the best of a poor start, followed by Donau, with Inca third. An open field went easily past the village, and at the winning post for the first time the order was Xmas Tree 1, Shellout 2, Bantam 3. Nearing Bowington Inca drew up to the leader, Shellout lying next and then Bantam. The field closed at the incline, and Alacrity drew to the front passing the village. In the home run he came up strong on the outer course, and defeated Donau by a length, while the latter just succeeded in snatching second place from Inca. Trevanna was fourth past the post, but was given second place by the judges, who also placed Donau third.

Time—3 min. 23s. sec.
PARI-MUTUEL.
Dividend \$7.90
1st 6.60
2nd 27.00
3rd 48.90
CASH SWEEPS.
1—Ticket No. 212 \$111.95
2— " 164 \$317.70
3— " 233 518.85

THE LADIES' PURSE.—Presented, \$350 added. Second to receive \$200 and Third \$100. For China Ponies. Weight for inches as per scale. Winners at this meeting other than Subscription Griffins 5 lb. extra. Jockeys who have had 3 or more winning mounts in Hongkong, Shanghai or Tientsin 7 lb. extra. Entrance \$10. Once Round.

Mr Buxey's Pot Rose, 10st 12lb. (Mr King) 1
Mr Gilpin's Caprice, 10st 9lb. (Mr David) 2
Mr John Peel's Rejected, 11st 10lb. 12lb. (Mr Johnston) 3
Mr Buxey's Lucullus Rose, 11st 7lb. 12lb. (Mr Vids) 0
Mr Hickman's Kerry, 11st 1lb. (Owner) 0
Mr Cyrra's Dyllan, 10st 12lb. 3lb over (Mr Williams) 0
Mr D. Macdonald's Highland King, 11st 7lb. (Mr Kremer) 0
Mr Ellis Kadoorie's Sarvian Chief, 11st 1lb. (Mr Kilmance) 0

There were eight competitors for the much-prized Ladies' Purse. They were sent off to a good start, with Lucullus Rose in the van, Highland King second and Rejected third. Johnstone promptly sent his mount to the fore, but Pot Rose, who moved ahead rapidly, soon overhauled the blue jacket and assumed premier position. Passing Bowington Dyllan passed into second place, and led the field towards the incline, with Pot Rose second and Highland King third. The ponies emerged from behind the rock in a bunch, the two Roses, lying last. Passing the village, however, they forged ahead, and Pot Rose led the way into the straight, with Lucullus Rose, Rejected and Caprice in close partnership. Pot Rose was now given a free run, increased his lead from the foremost of the field, and passed the winning post an easy winner. Lucullus Rose fell back, and the race for second place was between Caprice and Rejected, the former winning by half a length.

Time—1 min. 54 sec.
Subsequently on the grand-stand Mr. King, the jockey who steered the winner to victory, was presented with the Ladies' Purse by Miss Eyles, who also tendered congratulations on behalf of the ladies in attendance.

Mr. King, on accepting the purse, presented the donor with a handsome bouquet, and called for three cheers for the ladies, which call was gallantly obeyed. Their Excellencies Sir Frederick and Lady Lugard, Commandant Eyles and Sir Hormesjee Mody were among those on the grand-stand.

PARI-MUTUEL.
Dividend \$31.20
1st 8.40
2nd 33.90
3rd 6.40
CASH SWEEPS.
1—Ticket No. 337 \$1,231.15
2— " 250 519.90
3— " 15 175.95

THE AMERICAN CUP.—Presented by American Citizens resident in Hongkong. Second to receive \$190. Third \$75. For China Ponies bona fide Griffins on date of entry. Weight for inches as per scale. Winners of one race 5 lb.; of two races 7 lb.; and of three or more races 10 lb. extra. Subscription Griffins of this season 1910-1911 allowed 7 lb. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Seven Furlongs.

Mr Durgor's Just in Time, 11st 1lb. (Mr Cumming) 1
Mr F. B. Marshall's Apple Tree, 11st 6lb. 5lb penalty (Mr Vids) 2
Mr Buxey's Anora Rose, 11st 9lb. 5lb penalty (Mr Burkill) 0
Mr Durgor's Just in Fun, 10st 9lb. (Mr King) 0
Mr John Peel's Anchenoon, 10st 9lb. (Mr Johnston) 0
Mr C. H. Ross' Ben Hope, 11st 1lb. (Mr Hickman) 0

The flag fell to a good start, Anora Rose on the rails leading from Apple Tree. At the football stand Ben Hope shot ahead and Just in Fun drew second. The leaders increased their distance from the hill, and Hope was several lengths in front of Just in Fun. Going downhill King's mount overhauled Hickman's, but Tree, coming up strongly, led into the straight, Just in Fun and the Rose disputing for second place, Just in Time now asserted himself and a fine dash home followed, Cumming winning by a neck from Vids in the record time of 1.48, while Rose and Just in Fun reached the post together.

PARI-MUTUEL.
Dividend \$39.80
1st 6.00
2nd 5.50
3rd 6.20
CASH SWEEPS.
1—Ticket No. 414 \$1,770.30
2— " 378 505.80
3— " 321 126.45
4— " 54 126.45

THE PHANTOM STAKES.—Handicap. Winner \$500. Second \$150. Third \$75. For China Ponies that have run at any Gymkhana meeting and Griffins on date of entry. Winners at this meeting and non-starters barred. Entrance \$10. One Mile and a quarter.

Mr John Peel's Anchenoon, 10st 12lb. (Mr Johnston) 1
Mr D. Macdonald's Highland King, 10st 4lb. (Mr Vids) 2
Mr Doleful's Tomahawk, 10st 2lb. (Mr Hickman) 3
Mr Buxey's Perle d'or Rose, 10st 12lb. (Mr Burkill) 0
Messrs Slade and Balloch's Trevint, 10st 4lb. (Mr King) 0
Mr Ellis Kadoorie's Belgian Chief, 10st 3lb. 4lb over (Mr Cumming) 0

Belgian Chief was left at the post, while Highland King went away in the lead, with Perle d'or Rose second. The latter pony drew into first place, and Tomahawk passed into second position. Passing the stand for the first time Perle d'or Rose was first, Tomahawk second and Anchenoon third. The blue jacket shot to the front near Bowington, the Rose lying second, Tomahawk third, and the rest of the field well up and in close order. Trevint passed into third place, but gave way to Belgian Chief, which pony took the lead at the football stand and headed the field up the incline. Approaching the village the Chief and Anchenoon raced neck and neck in the van, with the Rose, Tomahawk and Highland King close in their wake. Anchenoon was first into the straight, and Tomahawk followed hard behind him on the outer course. Then Highland King challenged the leader, but was defeated on the post, while Tomahawk ran a good third.

Time—2 min. 41 sec.
PARI-MUTUEL.
Dividend \$17.70
1st 7.70
2nd 11.10
3rd 10.00
CASH SWEEPS.
1—Ticket No. 186 \$1,890
2— " 353 540
3— " 65 270

THE GOVERNOR'S CUP.—Presented by his Excellency Sir F. J. D. Luard. Second to receive \$150 and Third \$75. For China Ponies, Subscription Griffins of this season 1910-1911. Weight for inches as per scale. Winners of one race 7 lb. of two or more races 10 lb. extra. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. One Mile.

Mr Macleod's Inca, 10st 7lb. 5lb allowance (Mr Kremer) 1
Mr O. K.'s Donau, 10st 7lb. 5lb allowance (Mr Kilmance) 2
Mr F. B. Marshall's Cocoonut Tree, 10st 12lb. (Mr Vids) 3
Mr John Peel's Anchenoon, 11st 5lb. 7lb. (Mr Johnston) 0
Messrs Mackie and Macdonald's Tarf, 11st 5lb. 7lb. (Mr Burkill) 0
Messrs Lubbock and Noble's Alacrity, 11st 12lb. 10lb. (Mr Vids) 0
Major Grace's First Revolt, 10st 13lb. 5lb allowance (Mr Monteth) 0
Messrs Slade and Balloch's Trevanna, 10st 7lb. (Mr King) 0
Mr Morrison Hill's Bantam, 11st 5lb. 7lb. (Mr Hickman) 0
Captain Dwyer's Talce, 10st 12lb. (Mr Cumming) 0
Captain Taylor's Mohawk, 10st 11lb. 5lb allowance (Mr David) 0

A field of eleven started for the Governor's Cup, for which a splendid race was witnessed. After a little delay the ponies were despatched together, Mohawk taking the lead, with First Revolt second and Trevanna third. Near the football ground Anchenoon shot to the front and gained a big lead on the field, Trevanna lying second at the head of the bunch. Up the incline Anchenoon showed the way, with Mohawk next, followed by Trevanna. Peel's pony was lengths in advance passing the village, where Tarf came up strong. In the straight Tarf was challenged by Inca, and three other ponies came to the fore. They were stretched across the course and racing abreast, and it was in the final strides that the struggle was most keen. Inca was successful in carrying off honours by a head, while Donau just managed to defeat Cocoonut Tree for second place.

Time—2 min. 12 sec.
PARI-MUTUEL.
Dividend \$272.00
1st 32.80
2nd 29.50
3rd 16.30
CASH SWEEPS.
1—Ticket No. 448 \$1,776.60
2— " 3 507.60
3— " 222 253.80

THE CHAMPION STAKES.—Winner \$1,500. Second \$400. Third \$200. For China Ponies. Winners at this meeting only. A forced entry. Weight for inches as per scale. Entrance \$20 for each race won. One Mile and a quarter.

Mr Buxey's Coronation Rose, 11st 4lb. (Mr Burkill) 1
Mr Buxey's Royal Rose, 11st 4lb. (Mr Cumming) 2
Mr Marshall's Willow Tree, 11st 1lb. (Mr Vids) 3
Mr John Peel's Blackmore Vale, 10st 9lb. (Mr Johnston) 0

Willow Tree made the pace all the way for the first three-quarters of a mile, and had a lead of several lengths from the field, the Roses running together and Blackmore Vale bringing up the rear. Going up the incline Coronation Rose, with Royal Rose in close attendance, closed on the leader. At the bend Willow Tree had a lead of three lengths from the Roses, which were racing neck and neck, but Buxey's ponies overhauled Marshall's representative in the straight and ran home comfortably, Coronation Rose reaching the post three lengths ahead of his stable companion.

Time—2 min. 34s. sec.
PARI-MUTUEL.
Dividend \$6.80
1st 6.10
2nd 9.40
CASH SWEEPS.
1—Ticket No. 229 \$9,380
2— " 1052 2,680
3— " 240 1,340

UNPLACED PONY.
Ticket No. 372 \$100

THE CONSOLATION STAKES.—A Sweepstakes of \$10 each with \$200 added. Second \$150 and Third \$75. For China Ponies that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. One Mile.

Mr Durgor's Just in Sport, 10st 12lb. (Mr Cumming) 1
Mr Marshall's Clover Tree, 10st 12lb. (Mr Vids) 2
Mr C. H. Ross' Ben Hope, 11st 1lb. (Mr Johnston) 3
Mr Goodall's Monmouth, 10st 13lb. 5lb allowance, 1lb over (Mr Lambie) 0
Mr Volor's Greyback, 11st 1lb. (Mr Kremer) 0
Mr Cyrra's Dyllan, 10st 13lb. 4lb over (Mr Williams) 0
Messrs Slade and Balloch's Trevint, 11st 4lb. (Mr King) 0

The field went off to a good start, Clover Tree passing into first place with Ben Hope second and Monmouth third. Passing the outer stands Monmouth supplanted Ben Hope, and drew level with the Tree, which fell back to second position, and was then succeeded by Ben Hope. The latter pony drew level with the leader and the pair raced neck and neck up the incline. The order was the same passing the village, where Just in Sport drew up on the leaders. Clover Tree was first to enter the straight, being closely followed by Ben Hope and Just in Sport in the order mentioned. In the home run Just in Sport responded gamely to the promptings of his rider, and dashed past the judge's box an easy winner, while Clover Tree beat Ben Hope for second place by half a length.

Time—2 min. 10 sec.
PARI-MUTUEL.
Dividend \$9.90
1st 5.30
2nd 5.50
3rd 5.90
CASH SWEEPS.
1—Ticket No. 344 \$1,615.95
2— " 432 461.70
3— " 403 230.85

THE NIL DESPEREYNDUM STAKES.—A Sweepstakes of \$10 with \$200 added. Winner to receive 70 per cent.; Second 20 per cent.; and Third 10 per cent. For China Ponies, Subscription Griffins of this season 1910-1911 that have run and not won at this meeting. Weight for inches as per scale. Jockeys who have never had a winning mount in Hongkong, Shanghai or Tientsin allowed 5 lb. Five Furlongs.

Capt. Hughes' Tiokey, 11st 1lb. (Mr Cumming) 1
Mr Doleful's Urgent, 10st 12lb. (Mr Johnston) 2
Messrs Slade and Balloch's Trevint, 10st 12lb. (Mr King) 3
Mr Marshall's Xmas Tree, 11st 1lb. (Mr Vids) 0
Captain Chaytor's Iola, 10st 8lb. 5lb allowance, 1lb over (Mr Jervois) 0
Mr Bradley's Jorrocks, 10st 10lb. 5lb allowance (Mr Withycombe) 0
Messrs Boyes and Taylor's Chowringhes, 10st 9lb. (Mr Kremer) 0
Mr Meiland's Elbe, 10st 13lb. 5lb allowance (Mr Kilmance) 0
Mr Black's Dussel, 10st 12lb. (Mr Hickman) 0
Mr M. Stewart's Wizarl, 10st 10lb. 1lb over (Mr Lambie) 0
Mr Twa'n's Seaweed, 10st 7lb. 5lb allowance (Mr Humphreys) 0
Mr Echo's O.B., 10st 13lb. 1lb over (Mr Williams) 0
Mr Beth's Perhaps, 11st 2lb. 5lb allowance (Mr Bishop) 0
Capt. Taylor's Mohawk, 10st 11lb. 5lb allowance (Mr David) 0

Urgent emerged from the scramble and led the greater part of the way with Christmas Tree second. The field spread out at the incline, Perhaps being a long way behind, but in the straight they closed up and Tiokey successfully challenging beat Urgent by a length at the post, half a length separating second and third.

Time—1 min. 18 sec.
PARI-MUTUEL.
Dividend \$34.70
1st 7.50
2nd 5.50
3rd 10.50
CASH SWEEP.
1—Ticket No. 455 \$1,782.90
2— " 89 509.40
3— " 380 254.70

The question which recently arose between the contractors and the Government of Singapore in connection with the dock extensions there is, apparently, to be the subject of an action in the Courts in London. In the Hilary Term list Mr. Justice Warrington is down to deal with the motion John Aird & Co. v. the Tanjong Pagar Dock Board and Sir Wm. Matthews, K.C.M.G.

RACING ANALYSES.

The following are the analyses of wins of owners, jockeys and ponies:—

OWNER.
Mr Buxey 10 5 1
Mr John Peel 5 7 3
Mr F. B. Marshall 4 4 7
Mr Durgor 2 2 3
Messrs Lubbock & Noble 2 2 1
Mr Morrison Hill 1 1 1
Captain H. K. Hughes 1 1 2
Messrs Mackie & Macdonald 1 1 1
Mr Hickman 1 1 1
Mr Macleod 1 1 1
Mr Doleful 1 5 1
Mr Thomas 1 2 1
Mr D. Macdonald 1 2 2
Messrs Slade and Balloch 1 1 2
Mr O. K. 1 1 1
Mr Gilpin 1 1 1
Mr C. H. Ross 1 1 2
Mr H. B. Pike 1 1 1

JOCKEY.
Mr Burkill 9 3 2
Mr Johnston 7 12 3
Mr Vids 7 6 8
Mr Cumming 4 4 2
Mr Kremer 1 2 2
Mr King 1 1 1
Mr Hickman 1 1 1
Mr Kilmance 1 1 1
Mr David 1 1 1
Mr Gagg 1 1 2
Mr Heygate 1 1 1

PONY.
Coronation Rose 3 1 1
Royal Rose 2 1 1
Willow Tree 2 1 2
Anchenoon 1 2 1
Apple Tree 1 1 1
Anchenoon 1 1 1
Discarded 1 1 1
Just in Time 1 1 1
Just in Sport 1 1 1
Bantam 1 1 1
Blackmore Vale 1 1 1
Spring Rose 1 1 1
Auchindolly 1 1 1
Cocle Rose 1 1 1
Pot Rose 1 1 1
Tiokey 1 1 2
Cherry Tree 1 1 1
Kerry 1 1 1
Rejected 1 1 1
Aurora Rose 1 1 1
Inca 1 1 1
Invieta 1 1 1
Lucullus Rose 1 1 1
Sarvian Chief 1 1 1
Tomahawk 1 1 1
Anchenoon 1 1 1
Urgent 1 1 1
Clover Tree 1 1 1
Mustard 1 1 1
Highland King 1 1 1
Donau 1 1 1
Perle d'or Rose 1 1 1
Trevanna 1 1 1
Caprice 1 1 1
Just in Fun 1 1 1
Cocoonut Tree 1 1 1
Bon Hope 1 1 1
Tregan 1 1 1
Hi Island King 1 1 1
Maple Tree 1 1 1
Artisan 1 1 1
Just in Spite 1 1 1

SKIES OF 1911.

What celestial phenomena does this newly-arrived year of grace, one thousand nine hundred and eleven, promise us? Alas, that I should feel it incumbent upon me to begin negatively! No Halley's Comet; no Daylight Comet; no eclipses. Stay! there are eclipses, only they are not worth the name to the stay-at-home Britisher. Did he go to Adelaide, or Sydney, or Melbourne, or did he linger on the un-Pacific Pacific Ocean, on April 28-29 next, he would see—with weather look—a total eclipse of the sun. Or if he should pop over to Bombay, or to Madras, or extend his journey to Hongkong, he would witness on October 22nd what is called an annular eclipse of the sun. Fortunately Anglo-Indians! Lucky Anglo-Australians!

ECLIPSES OF THE MOON.
But as he may not care to run the risk of the sky being overcast in the Antipodes, or in India, he will probably remain in his native land, and, while missing these sun eclipses, will, perhaps, cheerfully endeavour to make the most of what eclipses come his way. They will be two in number—both of the moon, and both penumbral eclipses. A penumbral eclipse is at best but little better than no eclipse at all; at worst, it is, in a popular sense, no eclipse at all. And worse conditions than those which will prevail for the penumbral eclipses of May 13th and November 6th it would seem to be impossible for us to imagine. For the first happens between three and eight o'clock in the morning, and the other—that in November—ends only about an hour and a quarter after the moon rises at Greenwich, which it does at 4.15 in the evening. The penumbra is, of course, the fainter shadow which precedes the umbra, or dark shadow. That observer who can be cheerful in such inconvenient circumstances as these eclipses will present must indeed be an astronomical Mark Tapley.

A MODEST COMET.
Though no great comet is expected this year there is one of modest dimensions, but an exceedingly interesting body withal, due in August. It takes three and a half years to revolve about the sun, and it is known as Encke's Comet. This little member of Jupiter's family of comets was at one time thought, by reason of its diminishing period of revolution, to be effected by some resisting medium in space, but astronomers are now not at all satisfied that such is the true explanation of this tiny body's eccentricities of motion. Encke's is never bright enough to attract the popular gaze, but when favourably placed it may be seen in an opera-house. Its appearance will at least offer some compensation to the sky-student for the miserable wretchedness of lunar eclipses. Of the planets in the night-sky of 1911, their movements will be dealt with, I hope, as occasion arises; let it suffice at present for me to state that both Venus and Jupiter will be conspicuous in the spring. Mars will be a prominent object towards the end of the year. There will be a number of attractive planetary conjunctions with the moon.—F. B. A. S. in T. P.'s Weekly.

INTIMATIONS

PEMARTIN SHERRIES

BEST FOR THE BAR.
BEST FOR THE CLUB.
BEST FOR THE SICK-ROOM.

The Perfection of quality attained at the price.

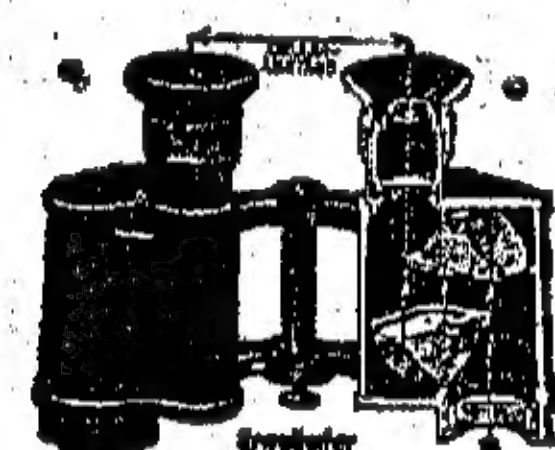
Sole Agents:

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS

50]

RACING SEASON 1911.



ZEISS PRISM BINOCULARS

CAN BE OBTAINED FROM

CHS. J. GAUPP & CO.,

HOME PRICES

WITHOUT ADDITIONAL COST

FOR FREIGHT OR PACKING

12 x £9.5.0 8 x £6.10.0
6 x (stalking) £7.10.0
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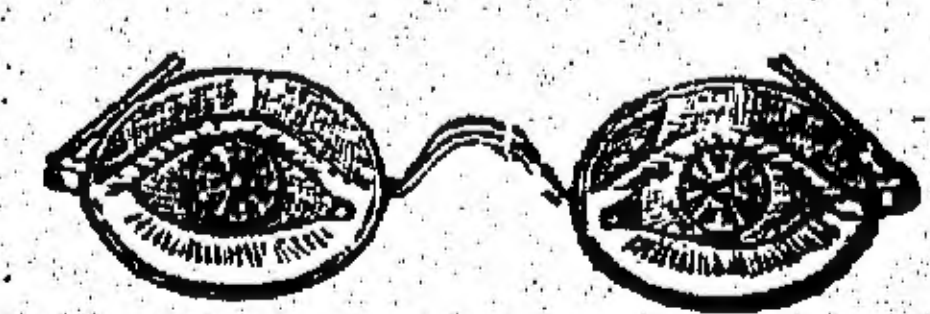
NEW MODEL 6 x weighing

7oz., can be carried in

vest pocket, £6.0.0

CHRONOGRAPHS AT ALL PRICES.

[256]



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N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treatment.
A Careful and Intelligent Examination.
We have a Sound Reason behind every pair of glasses.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.

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NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business notices to THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ASSAYE."

Capt. Owen Jones, R.N.R., will leave for Shanghai TO-DAY, the 17th inst., at 5 p.m.

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 16th February, 1911. [1]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"CATHERINE APCAR."

Capt. L. C. Townsend, will be despatched for the above Ports on TUESDAY, the 21st inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, 17th February, 1911. [325]

NOW ON SALE.

MAIL TABLES

FOR 1911.

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office.

Hongkong, 6th February, 1911.

ELECTRIC MOTOR FOR SALE.

A 2 1/2 h.p. ELECTRIC MOTOR with stirring switches pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—

MANAGER,

HONGKONG DAILY PRESS OFFICE.

Hongkong, 22nd November, 1910. [1307]

NOTICE OF REMOVAL.

WE beg to inform our esteemed Customers that we have THIS DAY REMOVED our Business from 25, Hollywood Road to 40, LYNHURST TERRACE, lately occupied by Mr. S. J. HYAM & Co. JEEB BHOY & Co. Hongkong, 14th February, 1911. [327]

WANTED.

MARRIED Couple, no Children, want ONE or TWO ROOMS, with or without Board, Furnished or Unfurnished. Must be Cheap. Please state terms. VOLT.

Address—

Care of "Daily Press" Office.

Hongkong, 15th February, 1911. [328]

WANTED.

OFFICE Wanted, in Central Locality.

Apply—

"X. Y. Z."

Care of "Daily Press" Office.

Hongkong, 23rd January, 1911. [215]

CANTON IMPORT AND EXPORT FIRMS such as balding Eintritt, aporetens per 1. April a. o. tuchetigen Assistenten, welcher befähigt ist, selbstständig zu arbeiten. GEFL. ANGEBOTE unter

Care of "Daily Press" Office.

Hongkong, 23rd January, 1911. [249]

KOWLOON BUTCHERY.

WE beg to notify the residents of Kowloon that we now have on sale at our Kowloon Depot, Nathan Road:—

AUSTRALIAN FROZEN

MEAT,

RABBITS, HARES,

HAM, BACON, &c., &c.

THE DAIRY FARM CO., LTD.

[36]

JUST RECEIVED! LATEST SEASONABLE GOODS.

GENTLEMEN'S

Dress Shirts, Linen Collars, "Coronet," "Baronet," Improved "Polo" "Bond St." and King. Knitted Ties, Ribbon Knitted Ties, Black and White Dress Ties and Bows, &c.

Braces—"King," "President," "Argosy," "Langley." Socks—Silk Lisle Black, Tan, &c., and Taupe. Woollen—Black, Tan, Navy and Latest, Plain Colours, Striped, Silk Embroidered, and Silk Embroidered Stripes, &c. Socks, Suspenders, Sleeve Holders, Handkerchiefs, &c.

HOOSAN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 11th February, 1911. [38]

WITH DOG AND GUN IN THE NEW TERRITORY.

BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-NINTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 21st February, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 7th to 21st February, both days inclusive.

By Order of the Board of Directors,

W. E. CLARKE,

Secretary.

Hongkong, 24th January, 1911. [229]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 25th day of February, 1911, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1910.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 13th February, to SATURDAY, the 25th February, 1911 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,

N. J. STABB,

Chief Manager.

Hongkong, 7th February, 1911. [293]

HONGKONG ICE COMPANY, LTD.

THE THIRTIETH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Office of the General Managers at 12 Noon, on TUESDAY, 28th inst., to receive a Statement of the Company's Accounts to 31st December, 1910, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th inst. to the 28th inst., both days inclusive.

JARDINE MATHESON & Co., Ltd.,

General Managers.

Hongkong, 11th February, 1911. [313]

FOR SALE

FOR SALE OR TO LET.

"KENNIS," 76A, PRANK, SEVEN ROOMS. Large Verandah; American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram 7 minutes by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd February, 1911. [270]

FOR SALE.

THE VIENNA CAFE CO., LTD.

(In Liquidation).

AS a going concern the Lease, Goodwill, Wines and Spirits and other Stock, Bakery and Confectionery Plant, Book Debts, Furniture and Fixtures, Beer Engines and Electrical Fittings of the above Cafe.

Offers to be made in writing on or before Noon, on WEDNESDAY, the 22nd inst., to the undersigned, from whom further particulars may be obtained.

E. A. M. WILLIAMS,

Liquidator.

St. George's Building.

Hongkong, 8th February, 1911. [291]

FOR SALE.

REMAINING Portions of MARINE LOTS 31 and 35, at PRAYA EAST.

Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK & Co., Ltd.,

ENGINEERS, &c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [111-112]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

REVISED BY THE MEMBERS.

PRICE ... \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

GRACA & CO.

Dealers in

POSTAGE STAMPS,

PICTORIAL POST CARDS,

FLOWER SEEDS, TOYS, BOOKS,

MANILA CIGARS AND CIGARETTES.

PEDDER ST., (HONGKONG HOTEL BUILDING), HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSGG. at 46, 57 and

50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [1181]

INTIMATIONS

HONGKONG JOCKEY CLUB.

RACE MEETING, 1911.

TO-MORROW (SATURDAY) (OFF-DAY),

18TH FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, LTD., or at the Gate. Price \$7 for the Meeting (excluding the OFF-DAY), or \$5 per day. Tickets for the OFF-DAY, \$2.

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 11th February, 1911. [308]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races, TO-MORROW, 18th inst.

A Stand and Enclosure will be reserved for Members and Members' Wives and Families, Tickets for which will be sent out with the Members' Tickets.

All Tickets must be produced to gain admission.

Special accommodation will be reserved in recent years for Chinese Ladies and their female attendants in the Stand erected on the plot of ground next to the Lusitano Club Stand.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 11th February, 1911. [309]

HONGKONG JOCKEY CLUB.

NO CHILDREN under the age of 14 years will be admitted into the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 11th February, 1911. [310]

HONGKONG JOCKEY CLUB.

NO Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Day WITHOUT TICKETS, which can be had on application to the Undersigned. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various Stands.

Any Chinese found loitering about with Servants' passes in their possession, will forfeit them and the holders thereof will be removed from the Enclosure.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 11th February, 1911. [311]

HONGKONG JOCKEY CLUB.

Race to be run on the OFF DAY, TO-MORROW (SATURDAY), the 18th FEBRUARY, 1911.

THE ADMIRAL'S CUP.

PRESENTED by His Excellency Vice Admiral Sir ALFRED L. WYNNE, K.C.B., C.V.O., C.M.G. (Ladies' Nomination).

A Handicap for all China Ponies that may be started at this Meeting. Second to receive 60 per cent and third 40 per cent of the Entrance Fees. Entrances \$5. One mile and a quarter.

The Donor of the Cup has also kindly presented a Bracelet for the Lady Nominating the Winner, no Lady to nominate more than one Pony.

A List of Weights to be carried will be posted at the Grand Stand and published in the Press TO-DAY (FRIDAY), the 17th February, 1911.

Entry Forms will be obtainable on application at the Weights Room under the Grand Stand at any time during the Three Race Days.

By Order.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 6th February 1911. [285]

GOVERNMENT OF THE PHILIPPINE ISLANDS.

DEPARTMENT OF COMMERCE AND POLICE.

BUREAU OF NAVIGATION.

MANILA, P.I.

February 9, 1911.

1. The BUREAU OF NAVIGATION offers for Sale at Engineer Island, Manila, P.I., the following Launches:

(a) The GEO. TILLY, a river and harbor launch, 72 feet, 6 inches over all; beam 15 feet, draft 6 feet, engine vertical inverted compound condensing, size 8" by 16" by 12" stroke, slide valves, Stephenson link motion, hand reversing gear, surface condenser, circulating, air, bilge and feed pumps attached; also independent donkey pump in engine room; new Scotch marine boiler installed in August, 1910, 6 feet diameter and 8 feet long.

(b) The CUYO, a sea-going and harbor launch, 80 feet over all, beam 14 feet, draft 6 feet. Engines are vertical inverted compound condensing type, size 9" by 18" by 12" stroke, slide valves, hand reversing gear, Stephenson link motion, surface condenser, circulating, air, bilge and feed pumps attached to engine, also one independent donkey pump in engine room; boiler 8 feet long, 7 feet 6 inches in diameter, single furnace, Scotch marine type.

(c) The JERVEY, a centerboard sloop, of 17.61 tons, 15.05 net, 46 feet long, beam 13 feet 4 inches, 6 inches depth of hold.

(d) The CAPTAIN FISHER, a centerboard ketch, length over all 62 feet, beam 16 feet, depth of hold 9 feet, main mast 56 feet by 10 inches diameter, jigger 44 feet by 8 inches diameter, main boom 24 feet, 6 inches diameter, main gaff 24 feet by 5 inches diameter, jigger gaff 20 feet by 5 inches diameter, bowsprit 16 feet by 8 inches, bowsprit boom 16 feet long, frame, keel, stem, sternpost, centerboard and well of native hard wood, planking of Oregon pine sheathed with copper.

(e) The BUCKEY O'NEILL, hull only, length over all 63 feet 3 inches, beam moulded 11 feet, 4 inches, depth moulded 7 feet. This launch has been stripped of all machinery and only hull is for sale.

2. Sealed bids will be received up to and including March 10th, 1911, and will be publicly opened at 3.00 p.m. on that date at the office of the Director of Navigation, Engineer Island. The right is reserved to reject any or all bids. Proposals in each case must be accompanied by cash or a certified cheque for 10 per cent of the price offered. Full payment of the amount bid will be required from the successful bidder within five (5) days after acceptance of the offer, or upon delivery of the vessel, which must be within five days of acceptance.

3. Bids may be made for single vessels, for the entire lot, or for both.

4. These vessels may be inspected at Engineer Island, Manila.

5. Further information will be given upon application to the undersigned.

S. H. BARLOW,

Acting Director of Navigation.

Hongkong, 26th October, 1906. [1181]

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INTIMATION

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Company, No. 2 Pedder Street, Victoria, Hongkong, on FRIDAY, the 10th day of March, 1911, at 12.15 o'clock in the afternoon, when the proposed Extraordinary Resolutions will be submitted.

1. That the Articles of Association be altered in manner following:—

(a) That the following Article shall be inserted after Art. 10, namely, 10A: "The General Managers shall also be entitled in each financial year of the Company to be paid and to deduct out of the assets or income of the Company a commission of ten per cent. upon the gross premium earned or procured for the Company by the General Managers in Hongkong in each financial year (after deduction from each gross premium of the amounts paid by the Company for re-insurances of and for returned premium in respect of the risks to which such gross premium relate) on which premium no commission would be paid by the Company."

(b) By striking out the words "as from time to time may be determined at any meeting" at the end of Article 13 and substituting therefor the words "as may be or have been determined at any time by any General Meeting of the Company until such remuneration is altered by any subsequent General Meeting of the Company."

(c) By striking out the word "FOURTEEN" in Article 43 and substituting therefor the word "SEVEN."

(d) By striking out the words "between the like periods in every year" at the end of Article 65 and substituting therefor the words "on or before the 31st March in every year."

(e) By adding at the end of Section 1 of Article 95 the following words: "Any Branch Office of the General Managers situate abroad may be appointed the Agents of the Company abroad under this Section and remunerated in accordance with the provisions thereof."

(f) By striking out Article III. and substituting therefor the following Article: "The Reserve Fund shall if practicable consist of a sum of not less than \$1,000,000."

2. That all payments heretofore made by the Company to the branch offices of the General Managers of the Company elsewhere than at Hongkong for commission for premium earned or procured for the Company by any such branch offices be and they hereby are ratified and confirmed.

Should the resolutions be passed by the required majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

Dated Hongkong, 10th February, 1911.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

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TO LET

TO LET.

No. 11, BEACONSFIELD ARCADE, No. 23, BELILIOS TERRACE, No. 17, MOSQUE JUNCTION, No. 21 and 25, SHELLEY STREET, No. 57, PRAYA GRANDE, Macao. FOR SALE.—Tor Crest, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Hongkong, 11th February, 1911. [118]

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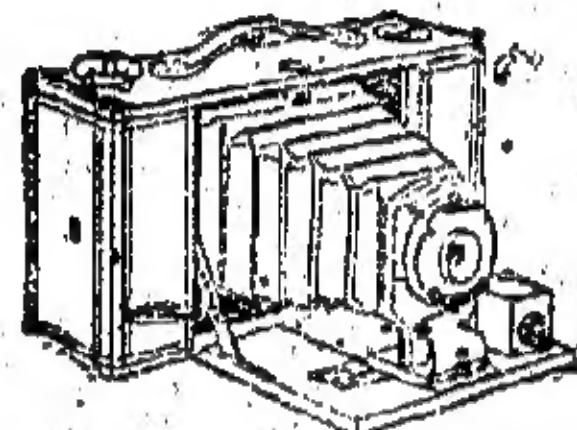


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All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on MONDAY, 20th inst., at 10 A.M. Claims against the Steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 14th February, 1911. [326]

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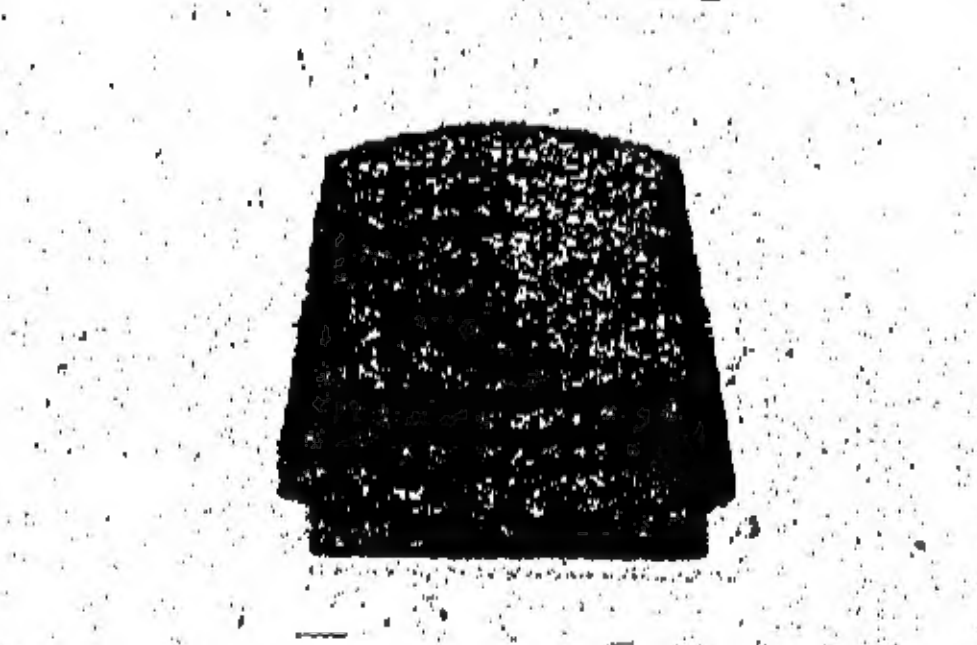


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GERMAN SHIPBUILDING INDUSTRY.

PHENOMENAL GROWTH.

(BY A CORRESPONDENT OF THE LONDON "DAILY TELEGRAPH.")

The progress, position, and prospects of the German shipbuilding industry are well worth attention in this country just now. In 1908, for the first time in history, our German rivals launched more warship tonnage than we did. This now announced that a giant steamer, larger than anything we have built in this country, is shortly to be laid down on the stocks at the Vulkan yard, Stettin. The German Naval Estimates provide for a record expenditure upon new ships. Considerable extensions are now being made in the German shipbuilding industry. These and many other circumstances combine to invest the progress of our rivals with special interest.

Indeed, the annals of industrialism afford few more striking chapters than that of the history of German shipbuilding. From obscurity and insignificance, and out of a mass of natural difficulties, the German shipbuilder has within a single generation risen to a position second only to that held by his powerful British rival. Thirty years ago Germany, as a shipbuilding country, was a place of no importance. Now a British Prime Minister and a British First Lord of the Admiralty have been constrained to admit that in the speed and efficiency of fighting ship construction we hold little or no advantage over the Germans. The German shipbuilder has come to the front with almost dramatic suddenness. As recently as 1895 less than 25,000 tons of iron and steel shipping were launched in the year. In four out of the last six years more than 300,000 tons have been put into the water by German builders. Between 1881 and 1887 the North-German Lloyd alone had 40,000,000 marks worth of ships built on the Clyde. Now Germany builds her own ships and competes with us for others' custom. In 1881 the registered tonnage of Germany's merchant steamships stood no higher than 215,000 tons, practically the whole of which had been built abroad, mostly in Britain. Now Germany's tonnage reaches 3,959,000 tons, mostly built at home. A generation ago we built most of Germany's war vessels. In 1908 Germany launched 97,000 tons of warships against our 49,000 tons.

And the progress revealed by these figures becomes all the more remarkable when it is borne in mind that the German shipbuilders have had to overcome a combination of obstacles quite unknown in this country. Here we have coal and iron supplies and first-class natural harbours all practically side by side; whereas in Germany the coalsfields are far removed from the iron supplies, and both are far in and, while of good natural harbours that country is almost destitute. Germany has not only had to assemble her raw materials from widely separated districts, construct a great railway system, and widen, deepen, and canalise her rivers, but she has had to make, and has to maintain, her harbours by costly dredging. The German shipbuilding industry started on its career heavily handicapped, alike by costly raw materials and by inadequate harbours and launching accommodation. Moreover, the trade lacked skilled labour and trained management. In the light of these circumstances Germany's progress is a monument to the diligence of her enterprise, and the wisdom and patriotism of her statesmanship. And we in this country had better beware lest Germany outstrips us in the shipbuilding race, as she has already done in iron and steel.

Although a sailing vessel carrying 16 guns was built in Prussia in 1842, and a couple of gunboats, constructed partly of wood and partly of iron, in 1849, followed by a wooden steamer propelled by an English engine in 1850, it was not until some time after the foundation of the Empire and the conclusion of the Franco-German War that any serious efforts were made in the direction of shipbuilding, either merchantile or naval, in Germany. Indeed, it was not until after the passing of the Ship Subvention Bill of 1885 that the construction of ocean passenger vessels was undertaken. But immediately upon the enactment of that measure the North-German Lloyd placed an order for three vessels of about 4,000 tons each—the *Bayern*, the *Preussen*, and the *Sachsen*—with the now famous Vulkan Company of Stettin. These vessels gave fair satisfaction to the owners, but the builders lost nearly 200,000 marks on the contract, for, having had no previous experience with such boats, not only was great expense incurred in tools, appliances, and models, but there was no end of costly experimenting and loss in spoiled work. However, the Vulkan people were not easily discouraged, and, financiers coming to their assistance, they undertook the building of two 6,000 ton boats—the *Harz* and the *Spree*. But these vessels gave satisfaction to neither owners nor builders. Among their various faults the distribution of their boilers and funnels was so bad that they floated down by the head. The failure of these boats, followed afterwards by the splendid success of the British-built *Magenta* and *Teutonic*, seemed to have come very near to strangling German shipbuilding, so far, at any rate, as ocean passenger ships were concerned.

But our budding rivals stuck to their guns. Nothing that could be done by practical education, by inquiries in foreign countries, by the importation of foreign workmen, by sending their own men abroad for training, by Government subsidies, by specially low railway rates and tariffs on materials, by co-operative buying and bounties, to assist German shipbuilding was left untried. And the North-German Lloyd, as an outcome of the Ship Subsidy Law, which limited subvention benefits to home-built vessels, gave home builders an order for two ships of 12,000 and 14,000 tons. Just prior to this, however, the Hamburg-American Line had had the *First Bismarck* built in Germany. This vessel was a decided success, attaining a speed of 19½ knots and establishing a trans-Atlantic record. After that the industry, under the fostering care of the Government, thrived. The *Kaiser Wilhelm der Grosse*, 4,350 tons, was built at Stettin in 1897, and the *Kaiser Friedrich*, 12,480 tons, at Danzig in 1898. The former vessel attained a speed of 22½ knots, and it was not until ten years later that British builders regained the "blue ribbon" with the *Mauretania* and *Lucania*. The *Kaiser Friedrich*, however, was a fair, hot builder's present, chiefly torpedo-boats. The first of these ever built in Germany was by the same firm, Messrs. Schichau, Danzig, in 1877. The ship subvention and other State aids, coupled with German perseverance and organising abilities, did their work. The Germans forged ahead, and the following vessels, among others, testify to German efficiency and progress:

	Tons.	I.H.P.
1903. "Deutschland"	16,500	25,000
1901. "Kronprinz Wilhelm"	15,000	25,000
1903. "Kaiser Wilhelm I."	20,000	25,000
1905. "Kronprinzessin Cecilie"	25,000	25,000
1905. "Kaiserin Augusta Victoria"	25,000	25,000
1908. "George Washington"	25,000	25,000

Now we have the announcement that a 50,000-ton liner is to be built in Germany—5,000 tons above the recently-launched British *Olympic*—and that the new German vessel will be the most luxuriously-fitted ship yet built. And eight large battleships and cruisers are now on the stocks. The war vessels launched in Germany in 1908-9-10, in addition to torpedo-boats, submarines, and other small craft, were:

	Tons.	I.H.P.
"Westfalen"	19,000	25,000
"Nassau"	18,000	25,000
"Posen"	18,000	20,000
"Rheinland"	17,000	20,000
"Blucher" (cruiser...)	15,000	35,000
"Ostfriesland"	20,500	25,000
"Hohenzollern"	25,000	22,000
"Thuringen"	25,000	22,000
"Von der Tann" (cruiser)	19,000	45,000
"Moltke" (cruiser)	18,700	45,000
"Oldenburg"	22,000	25,000

SHIPBUILDING MATERIALS. In the early days the German steel shipbuilding industry was obliged to import a large proportion of its materials from abroad, mainly from Britain and Belgium. As recently as twelve years ago it was estimated that fully 30 per cent of the materials used in German shipyards was imported. Now less than 3 per cent is imported, and Germany exports far more shipbuilding materials and fittings than she imports. What our rivals could do eight years ago was amply demonstrated at the Düsseldorf Exposition, but we were too engrossed with the Boer War and Coronation affairs to pay much attention to Germany's industrial progress, and when, some two years ago, our own Prime Minister declared that our contemporaries could build and equip a battleship almost as rapidly as we could, the news seemed to come as a positive shock to us. That exhibition, in 1902, there was a wonderful array of shipbuilding materials and furnishings, from raw iron to engines and guns, all produced in Germany. There were steel pistons and sheets from Krupp's, which showed positively, marvellous tensile strength and resistibility. There was steel which would not corrode in sea water, and steel which would neither expand nor contract under any ordinary temperature variations. There were plates, bars, and rods of iron and steel made by every known process—cast, puddled, crucible, basic, Bessemer, and Martin. There was a steel torpedo air reservoir, 18in. diameter, plate 28/100in. in thickness, which did not yield until a pressure of very nearly 4,000lb. per square inch was applied. Marine engines were exhibited which, including boiler-room equipment, propellers, and all fittings and connections complete, only weighed 50lb. per indicated horse-power. Since then our rivals have still further perfected their processes and products.

PRACTICAL EDUCATION. Much of Germany's progress in shipbuilding is due, no doubt, to her practical system of education. The high schools at Danzig, and even at Charlottenburg, afford special courses in shipbuilding and marine engineering, while at Kiel, Hamburg, and Bremen there are colleges devoted almost exclusively to this science. Then there is a Shipbuilding Technical Society constantly conducting investigation, research, and experimentation in all matters appertaining to the construction and navigation of vessels.

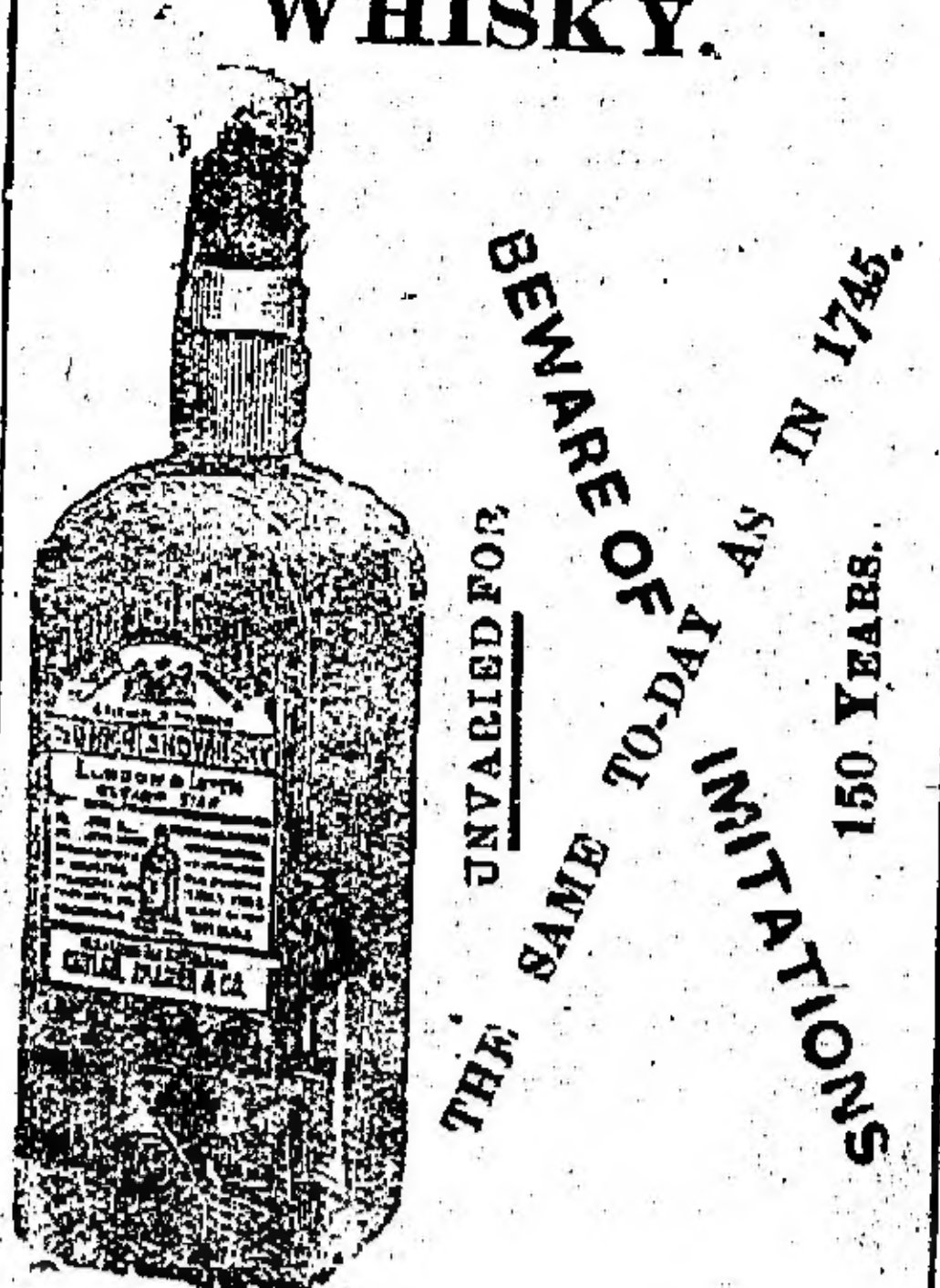
Another important factor in the promotion of German industry, so far as all events as the furnishing of battleship equipment and armament is concerned, is the continuity of naval policy in that country. While our Government passes what is little better than a hand-to-mouth policy of new construction, affording our shipbuilders and armament-makers but scant encouragement to maintain a large and efficient productive capacity, Germany has a well-defined, continuous, progressive and long-range policy, enabling her producers to measure, with almost mathematical exactitude, the amount of work that will be available several years ahead. The net result of Germany's policy—the co-operation among her producers and the encouragement given them by the Government in various ways—is that our rivals are going forward almost by leaps and bounds in every branch of the iron industry, from smelting the iron to building the ship, while we, with our haphazard policy, are doing little more than mark time. Germany, after having a very bad start in the race, has beaten us in iron production. She has beaten us in iron manufacture. She has beaten us in steel output. She has just about drawn level with us even in iron and steel exportation. She is seriously challenging us in naval shipbuilding. We have not yet lost the leading position in shipbuilding; but unless our builders organise, unless our workmen do their duty, and unless the Government give our industries that encouragement in volume and regularity of work which our commercial and Imperial needs warrant and the exigencies of international politics render prudent, if not imperative, the day will soon come when our supremacy, alike in ships and in the capacity to build ships, will pass away.

THE THREATENED SEAMEN'S STRIKE. Mr. Ben Tillett, in reply to inquiries recently regarding the threatened international seamen's strike, said the strike would undoubtedly take place. It was not to be thought, however, that the Coronation period had been chosen because of that event. The Coronation was a mere accident, and the strike was inevitable in the present circumstances. The plans must be kept secret, but the strike would take place at British, German, and American ports within 24 hours when it did come.

Mr. J. Henson, of Barry, the Bristol Channel representative of the British Sailors' and Firemen's Union, said:—"I am not at present in a position to state on what date the international seamen's strike will take place; the actual date fixed is only known to the heads of the different departments of our organizations, but we are prepared if called upon to come out to-morrow. Seventy-five per cent of the seamen are in our ranks, and the rest would only be too glad to throw in their lot with us. If the strike does come about it will not only paralyse shipping at Barry and in the Bristol Channel, but all over the United Kingdom, the United States, and practically all Europe. How the shipowners would fight us we do not know. I can say, they could not fight us by employing Chinese, because of the language tests, and all the others would be on our side. We do not want to strike. All we want is a Conciliation Board, and if we could get this I should think we could get our other demands."

Mr. Havelock Wilson, questioned after a private meeting of the sailors and firemen held at Liverpool for the purposes of organizing the coming strike, declined either to confirm or contra-vert the report that the strike was fixed for Coronation week. Inquiries among the seamen's officials at Liverpool failed to elicit any confirmation of the probability of a general strike in British ports. Indeed, the idea was regarded as foolish.

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ON SALE. BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1910. With Index. Price \$7.50. On sale at the "HONGKONG DAILY PRESS" Office. Hongkong, 10th June, 1910.

SHIPPING IN PORT

AMERICA MARU, Japanese str.,—A. G. Stevens, 9th Feb.—Shanghai 6th Feb. Mails and General.—Toyo Kisen Kaisha. AMIGO, German str., 822, W. Langschwager, 13th Feb.—Pakhoi and Hoihow 7th Feb. General.—Jensen & Co. ANGIN, German str., 1,001, Hinkwitz, 14th Feb.—Saigon 8th Feb. Rice.—Butterfield & Swire. BORNEO, German str., 1,344, F. Sambill, 14th Feb.—Sundakan 8th February, General.—Melchers & Co. CARL DIEDERICHSEN, German str., 774, Chr. Jorgensen, 13th February.—Haiphong and Hoihow 11th Feb. General.—Jensen & Co. CATHERINE, German str., 1,250, W. Fr. Kay, 11th Feb.—Chingwan-to 5th Feb. Coal.—Butterfield & Swire. CHIPSING, British str., 1,199, F. Mooney, 14th Feb.—Bangkok 12th Feb. General.—Jardine, Matheson & Co. CHITUEK, Chinese str., 1,177, Stewart, 14th February.—Shanghai 11th Feb. General.—C. M. S. N. Co. GEOWAT, German str., 1,115, W. Rees, 5th Feb.—Bangkok 29th January, General.—Butterfield & Swire. DAIJIN MARU, Jap. str., 899, Y. Yamamoto, 15th Feb.—Sawto 14th Feb. General.—Osaka Kisen Kaisha. DERWENT, British str., 1,562, J. Jenkins, 2nd Feb.—Saigon 29th Jan. Rice.—Man Fat. FOOSHING, British str., 1,423, W. D. Welsh, 14th Feb.—Sumbay 2nd Feb. Sugar.—Jardine, Matheson & Co. FUKURA MARU, Japanese str., 3,139, S. Kama-waki, 8th Feb.—Moji 2nd Feb. Coal.—Mitsui Bishi Goshi Kaisha. HAIYANG, British str., 1,362, A. E. Hodgins, 15th February.—Coast Ports 14th Feb. General.—Douglas, Laiprak & Co. HANTANG, British str., 1,952, Spink, 14th Feb.—Saigon 9th Feb. General.—Butterfield & Swire. HEBELAR, German str., 2,450, S. ch, 12th Feb.—Shanghai 8th Feb. General.—Hamburg-America Linie. HILARY, German str., 1,276, Hatjo, 1st Feb.—Balk Papan 24th January, General.—Order. HOLSTEIN, German str., 1,103, D. Henk, 9th Feb.—Touane 7th Feb. Coal and General.—Jensen & Co. HONG WAN I, British str., 2,050, J. H. Hainsworth, 15th Feb.—Singapore 7th Feb. General.—Order. HOPKINS, British str., 1,356, J. M. Hay, 13th Feb.—Saigon 8th Feb. Rice and General.—Jardine, Matheson & Co. JAPAN, British str., 3,827, Stewart, 9th Feb.—Moji 4th Feb. Coal.—David Sassoon & Co., Ltd. JOHANN, German str., 932, M. Jpland, 14th Feb.—Haiphong 12th February, Rice and General.—Jensen & Co. KASHING, British str., 1,143, Lavers, 31st Jan.—Chetoo 24th Jan. General.—Butterfield & Swire. KIYO MARU, Japanese str., 5,753, H. Nishi, 9th Feb.—Moji 4th Feb. Coal and General.—Toyo Kisen Kaisha. KOHSHIANG, German str., 1,234, Roselsky, 7th Feb.—Bangkok and Sawto 6th Feb. Rice.—Butterfield & Swire. KOMANO MARU, Jap. str., 3,147, M. Winckler, 14th Feb.—Yokohama 4th Feb. General.—Nippon Yusen Kaisha. KUMOHOW, British str., 1,965, J. Martin, 15th Feb.—Saigon 10th February, General.—Order. KUMER, British str., 4,006, McGill, 5th Feb.—Mallia 2nd Feb. General.—Bank Line, Ltd. KWANGTAN, Chinese str., 1,636, E. H. Pratt, 10th Feb.—Shanghai 7th Feb. General.—C. M. S. N. Co. KWELIN, British str., 1,073, C. D. Pickett, 8th Feb.—Wakamatsu 2nd Feb. Coal.—Butterfield & Swire. PERMAN, German str., 1,201, Fr. von Mangoldt, 4th Feb.—Bangkok and Sawto 3rd Feb. Rice.—Butterfield & Swire. PONGTONG, German str., 1,150, W. Botsch, 31st Jan.—Saigon 28th January, Rice.—Order. PROSER, Norwegian str., 927, K. Larsen, 13th Feb.—Touane 12th Feb. Salt.—Aagaard, Thorsen & Co. PRONTO, Norwegian str., 838, Th. Seeborg, 5th Feb.—Daly 29th Jan. Bean.—Yuen Wo Loong. RAJAHURI, German str., 1,198, H. Bremer, 15th Feb.—Bangkok 5th Feb. Rice.—Butterfield & Swire. SAMSAN, British str., 1,000, W. B. Brown, 2nd Feb.—Chinking 28th Jan. Groundnuts.—Butterfield & Swire. SGOVIA, German str., 5,000, F. Sachs, 15th Feb.—Shanghai 12th Feb. General.—Hamburg-America Linie. SIAR, German str., 1,56, G. Wotus, 6th Feb.—New Guinea, 20th January, General.—Melchers & Co. SUNKIANG, British str., 987, H. Hards, 14th Feb.—Manila 10th Feb. Hemp and Sugar.—Butterfield & Swire. TACOMA MARU, Japanese str., 3,830, F. Yamamoto, 13th Feb.—Manila 11th February, General.—Osaka Kisen Kaisha. TAMON MARU, Japanese str., 2,120, Nakawara, 9th Feb.—Milke 3rd Feb. Coal.—Mi sui Bussan Kaisha. TENYO MARU, Japanese str., 7,265, E. Bent, 14th Feb.—San Francisco 18th Jan. Mails and General.—Toyo Kisen Kaisha. TIENSTIN, British str., 1,227, Trovbridge, 11th Feb.—Wakamatsu 6th Feb. Coal.—Mitsui Bussan Kaisha. TITPAAS, Dutch str., 2,444, W. H. Lap, 15th Feb.—Muntok 7th Feb. Sugar.—Jaya China-Japan Line. TSINZAT, German str., 1,002, F. Bocking, 10th Feb.—Bangkok 29th Jan. via Anglin 2nd Feb. Rice.—Butterfield & Swire. TUNGA, Norwegian str., 1,039, O. L. Halvorsen, 4th February.—Daly 30th Jan. Beans.—Hamburg-America Linie. WINGONG, British str., 2,339, T. Lishman, 14th Feb.—Wah 9th February, Rice.—Jardine, Matheson & Co. WYAT CARRIE, British str., 2,717, Wm. Lightoller, 31st Jan.—New York, Kerosene Oil.—Standard Oil Co. WURT, British str., 1,227, J. Meathrel, 2nd Feb.—Chinking 29th Jan. Groundnuts.—Butterfield & Swire. YINGCHOW, British str., 1,257, Francis, 31st Jan.—Amoy 30th Jan. Ballast.—Butterfield & Swire. YUENHANG, British str., 1,128, P. H. Roll, 14th Feb.—Manila 11th February, General.—Jardine, Matheson & Co.

Mr. T. A. Kilward
Capt. C. T. Knaggs

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FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	5 P.M., 17th Feb.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA	Noon, 18th Feb.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	CANDIA	About 22nd Feb.	Freight only
SHANGHAI, MOJI, KOBE, PALAWAN, and YOKOHAMA	Capt. C. R. Longdon, R.N.R.	About 24th Feb.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SYRIA	About 8th Mar.	Freight and Passage.

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E. A. HEWETT,
Superintendent

Hongkong, 17th February, 1911.

CHINA NAVIGATION CO., LD.

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FOR	STEAMERS	TO SAIL
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MANILA & SYDNEY	"TAIYUAN"	On 21st Feb., 4 P.M.
MANILA, ILOILO & CEBU	"TAMING"	On 21st Feb., 4 P.M.
SHANGHAI	"LINAN"	On 23rd Feb., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 24th Feb., 4 P.M.
SHANGHAI	"CHINHUA"	On 25th Feb., M'night
MANILA, ILOILO & CEBU	"TEAN"	On 28th Feb., 4 P.M.

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BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW

AND RETURN.
Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. A. E. H. d'grins	FRIDAY, 17th Feb., at 11 A.M.
"HAIYAN"	Capt. J. W. Evans	TUESDAY, 21st Feb., at 11 A.M.
"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 24th Feb., at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th February, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 18th Feb., 2 P.M.
SHANGHAI	"WOSANG"	Sunday, 19th Feb., D'light
TIENTSIN	"CHEONGSHING"	Friday, 24th Feb., Noon
SINGAPORE, PENANG & CALCUTTA	"NAKSANG"	Saturday, 25th Feb., Noon
MANILA	"LOONGSANG"	Saturday, 25th Feb., Noon

FOR THE MANILA CARNIVAL.

FEBRUARY, 21st to 23rd 1911.

A Special Reduced Fare of \$5 for Return Passengers will be issued for our sailings to Manila of the 11th and 18th February, available for 30 days from Date of issue. Passengers taking these Tickets are exempt from the Head Tax.

A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.
Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
HONGKONG, 17th February, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESSELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
For SINGAPORE, KOBE & YOKOHAMA:	For MARSEILLES, HAMBURG & ANTWERP:
S.S. PREUSSEN ... 27th Feb.	S.S. SAXONIA ... 25th Feb.
S.S. RHEINFELS ... 12th March	For BREMEN & HAMBURG:
S.S. SENEGAMBIA ... 22nd March	S.S. SPEZIA ... 28th Feb.
S.S. SUBVIA ... 7th April	For ROTTERDAM & HAMBURG:
S.S. BAYERN ... 20th April	S.S. LIBERIA ... 2nd March.
S.S. ARABIA ... 3rd May	For HAVRE, ROTTERDAM & HAMBURG:
	S.S. SAMBLA ... 6th March.
	For MARSEILLES, HAVRE & HAMBURG:
	S.S. SILEZIA ... 15th March.
	For MARSEILLES, HAMBURG & ANTWERP:
	S.S. AMBELA ... 15th March.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 17th February, 1911.

U. S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
* KOREA	18,000	FRIDAY, 10th March, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 24th March, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 8th April, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 29th April, at 1 P.M.
* KOREA	18,000	SATURDAY, 27th May, at 1 P.M.
* SIBERIA	18,000	FRIDAY, 9th June, at 1 P.M.
* MANCHURIA	27,000	SATURDAY, 24th June, at 1 P.M.
* MONGOLIA	27,000	SATURDAY, 15th July, at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 10th March, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 3rd March, at 1 P.M.

CHINA 10,200 Tons FRIDAY, 31st March, at 1 P.M.

ASIA 9,500 Tons SATURDAY, 1st April, at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st March, at 1 P.M.

On the Fine MAIL Steamers, ASIA and CHINA, FIRST CLASS, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON (via Canadian Atlantic Ports) £43.

HONGKONG TO SAN FRANCISCO (via New York) £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG— (SUBJECT TO ALTERATION.)

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	WAKASA MARU Capt. N. Nilsen	7,000	SUNDAY, 26th February.
	KITANO MARU Capt. E. Cope	9,000	WED'DAY, 1st March, at Daylight
	IYO MARU Capt. R. Tokoda	7,000	WED'DAY, 15th March, at Daylight
	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th Mar., from Kobe
VICTORIA B.C. & SEATTLE	AWA MARU Capt. S. Ishikawa	7,000	TUESDAY, 28th Feb., at Noon
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kuwara	7,000	TUESDAY, 28th March, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 17th Feb., at Noon
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th Mar., at Noon
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. E. Combes	5,000	TUESDAY, 28th February.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 15th Mar., at Noon

† Omitting Penang and Calling at Genoa.
\$ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers

PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.
To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
MIYASAKI MARU	9000	15th Feb.	1st Class \$ Y. 550.00
KITANO	9000	1st Mar.	" " " 525.00
IYO	7000	15th "	" " " 350.00
HIRANO	9000	29th "	" " " 540.00
TANGO	8000	12th April	" " " 500.00
KAMO	9000	26th "	" " " 750.00
AKI	7000	10th May	" " " 330.00
MISHIMA	9000	24th "	" " " 495.00

Steamers, "VICTORIA, B.C. & SEATTLE, WASH. U.S.A."

RATES OF PASSAGE:
To Pacific Coast Common Ports:

INABA " 7000 28th Mar. 1st Class \$ 430

TAMBA " 7000 25th April 2nd Class \$ 421

AWA " 7000 23rd May 1st Class \$ 459

To London via New York: 1st Class \$ 460

For further information as to Freight, Passage, Sailings, &c., apply at 14-40] T. KUSUMOTO, MANAGER.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND FOR THE TURIN EXHIBITION OF 1911

Head Office for the Far East:—
16, DES VROUX ROAD, HONGKONG.

Japan Office:
32, WATER STREET, YOKOHAMA

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Feb. 17th, 1 P.M.
* TENYO MARU	21,000	E. Dent	FRIDAY, Feb. 24th, 1 P.M.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 P.M.
* CHIYO MARU	21,000	W. W. Groves	FRIDAY, April 14th, 1 P.M.

† Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.
THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th February, at 1 P.M.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO).
Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
KIYO MARU	17,500	H. Nishi	TUESDAY, Feb. 21st, 1 P.M.
BUYO MARU	10,500	K. Hashimoto	WED'DAY, April 19th, 1 P.M.
HONGKONG MARU	11,000	H. Hino	SATURDAY, June 17th, 1 P.M.

THE Steamer "KIYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on TUESDAY, 21st February, at 1 P.M.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	" 60-0-0, "
" LONDON	" 71-10-0, "
"	" 120-0-0, Return 6 Months
" SALINA CRUZ or MANZANILLO	" 125-0-0, " 24 "
" VALPARAISO	Yen. 420.00, Single
	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 2½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct-train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 22nd Feb., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"PANAMA MARU"	6,059	SATURDAY, 4th Mar., at Daylight

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for stowage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted routes for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, & AMOY	"DAIJIN MARU"	SUNDAY, 19th Feb., at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

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CONTINENTAL TYPEWRITER.

Visible writing. Modern construction. Machines with and without tabulator are in stock with the Undersigned Firms. Prospectus will be supplied on application. The "CONTINENTAL" may be seen and is to be had at—

HUGO C. A. FROMM'S,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

AND **BREWER & CO'S.**

HONGKONG HOTEL, PEDDER STREET.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAILS. On account of prevalence of plague in Manchuria, the Mails via Siberia are considerably delayed. The Public are recommended not to use this route for transmission of correspondence, until normal conditions prevail. There is only a weekly service between Shanghai and Dally, leaving Shanghai on Fridays.

The *Aradia*, with the Siberian Mail, is due to arrive here to-day.

FOR	PER	DATE
Manila	Wray Castle	Friday, 17th, 9.00 A.M.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Kumano Maru	Friday, 17th, 10.00 A.M.
Swatow, Amoy and Foochow	Haiyang	Friday, 17th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Typhos	Friday, 17th, 10.00 A.M.
Port Bayard	Suehoeng	Friday, 17th, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, MANILA, HONOLULU AND SAN FRANCISCO

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

Swatow, Amoy and Foochow

Batavia, Cheribon, Samarang and Sourabaya

Port Bayard

Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

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Batavia, Cheribon, Samarang and Sourabaya

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Swatow, Amoy and Foochow

Batavia, Cheribon, Samarang and Sourabaya

Port Bayard

COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

February 16th.

ON LONDON:—	Telegraphic Transfer	1/8
Bank Bills, on demand	1/8	
Bank Bills, at 30 days' sight	1/8	
Bank Bills, at 4 months' sight	1/8	
Credits, at 4 months' sight	1/8	
Documentary Bills 4 months' sight	1/8	
ON PARIS:—	Bank Bills, on demand	223
Credits, at 4 months' sight	227	
ON GERMANY:—	On demand	180 1/2
ON NEW YORK:—	Bank Bills, on demand	43
Credits, at 60 days' sight	44	
ON BOMBAY:—	Telegraphic Transfer	13 1/2
Bank, on demand	13 1/2	
ON CALCUTTA:—	Telegraphic Transfer	13 1/2
Bank, on demand	13 1/2	
ON SHANGHAI:—	Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2	
ON YOKOHAMA:—	On demand	8 1/2
ON MANILA:—	On demand—Pesos	8 1/2
ON SINGAPORE:—	On demand	7 1/2
ON BATAVIA:—	On demand	10 1/2
ON HONGKONG:—	On demand	1 1/2 p.m.
ON SAIGON:—	On demand	1 1/2 p.m.
ON BANGKOK:—	On demand	8 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.30	
GOLD LEAF, 100 fine, per tael	\$88.20	
BAR SILVER, per oz.	25 1/2	

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$8.84 discount.
Chinese	10 "	\$9.05 "
Hongkong	20 "	\$8.64 "
Hongkong	10 "	\$8.97 "

SHARE LIST.—QUOTATIONS.

HONGKONG, FEBRUARY 16TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$915, sellers
National Bank of China, Limited	99,925	£7	£6	\$80, buyers
Bank of China, Limited	8,604	12/6	12/6	\$8.
China Bank, Limited	60,000	\$12	\$12	\$10 1/2, sellers
China Light and Power Company, Limited	50,000	\$10	\$10	\$10 1/2, buyers
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$7, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 85.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5, sellers
Hongkong Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 53.
Amoy Cotton Spinning Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 59.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
DAIRY FARM COMPANY, Limited	40,000	\$7 1/2	\$6	\$18, buyers
DOCK AND WHARVES.—				
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$52, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$56, buyers
New Amoy Dock Co., Limited	10,000	\$5 1/2	\$6	\$6.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 67.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 100.
Green Island Cement Co., Limited	18,000	\$25	\$25	\$5, buyers
Hongkong and China Gas Co., Limited	400,000	\$25	\$25	\$35.
Hongkong Electric Co., Limited	7,000	\$10	\$10	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$5 1/2	\$5 1/2	\$105, buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$170, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, sales
Hongkong and South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, sales
INSURANCES.—				
Canton Insurance Office Co., Limited	20,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$121, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$87 1/2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$365, sellers
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 150, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$825, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$10	\$10	\$96, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	\$30	\$6 1/2, div. buy.
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	Tls. 50	Tls. 98.
Shanghai Land Investment Co., Limited	78,000	\$50	\$50	\$45, buyers
West Point Building Co., Limited	12,500	\$50	\$50	\$45, buyers
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fr. 250	all	\$700.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$3.
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sales
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
RESOURCES.—				
China Sugar Refining Co., Limited	7,000	\$100	all	\$110, sellers
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$15 1/2, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$84, buyers
Douglas Steamship Co., Limited	20,000	\$50	\$15	\$51, sales
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$56, div. L'don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$56, div. L'don
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$23.
Star Ferry Company, Limited	10,000	\$10	\$5	\$12.
South China Morning Post, Limited	6,000	\$25	\$25	\$25, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$6, buyers
STOCKS AND DISTILLERS.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$23.
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$5, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$14, sellers
Union Waterboat Co., Limited	103,000	\$10	\$10	\$300.
RUBBER.—				
Para Rubber in London	50,000	\$10	\$10	\$6 1/2 per lb.

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.

HONGKONG TIDE TABLE.

From February 17th to 23rd, 1911.

Days of Week.	Days of Month.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.
Fri.	17	h. m.	ft. in.	h. m.	ft. in.
Sat.	18	0 18	5 0	5 50	1 6
Sun.	19	0 49	5 2	6 29	2 8
Mon.	20	1 24	5 3	7 04	3 0
Tues.	21	2 13	5 4	7 30	3 2
Wed.	22	3 11	5 5	8 04	3 3
Thurs.	23	4 13	5 6	8 33	3 5

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 16th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.11	30.25	30.14
Temperature	65	63	62
Humidity	68	81	70
Wind Direction	E	E	E
Force	4	2	4
Weather	b	o	o
Rain	—	—	—

Highest open air Temperature on 15th...74

Lowest open air Temperature on 15th...61

"ALMA" Cigarettes.



TRADE MARK.

Manufactured from the Finest Virginian Tobacco by

THE "ALMA" CIGARETTES COMPANY,

ST. MARTIN'S LANE,

LONDON.

SOLD EVERYWHERE.

AT 1.75 PER TIN OF 100.

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.

Milkmaid
BRAND
Milk



LARGEST SALE in the WORLD.

As a guarantee of Quality, see the MILKMAID on every Tin.

Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

PRICES.

20 Cents Per Tin.
\$2.30.....Per Doz. Tins.
\$9.00.....Per Case of 4 Doz. Tins.

ON SALE AT—

LANE, CRAWFORD & Co
KWAN TSE, Queen's Road Central.
CHEONG TSE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LOONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

CROSSLEY BROTHERS, LTD. OPENSHAW, MANCHESTER.

MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
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GAS PLANTS

FOR POWER AND HEATING

PURPOSES, TO WORK WITH ALL KINDS OF FUEL

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AMMONIA RECOVERY PLANTS, &c.

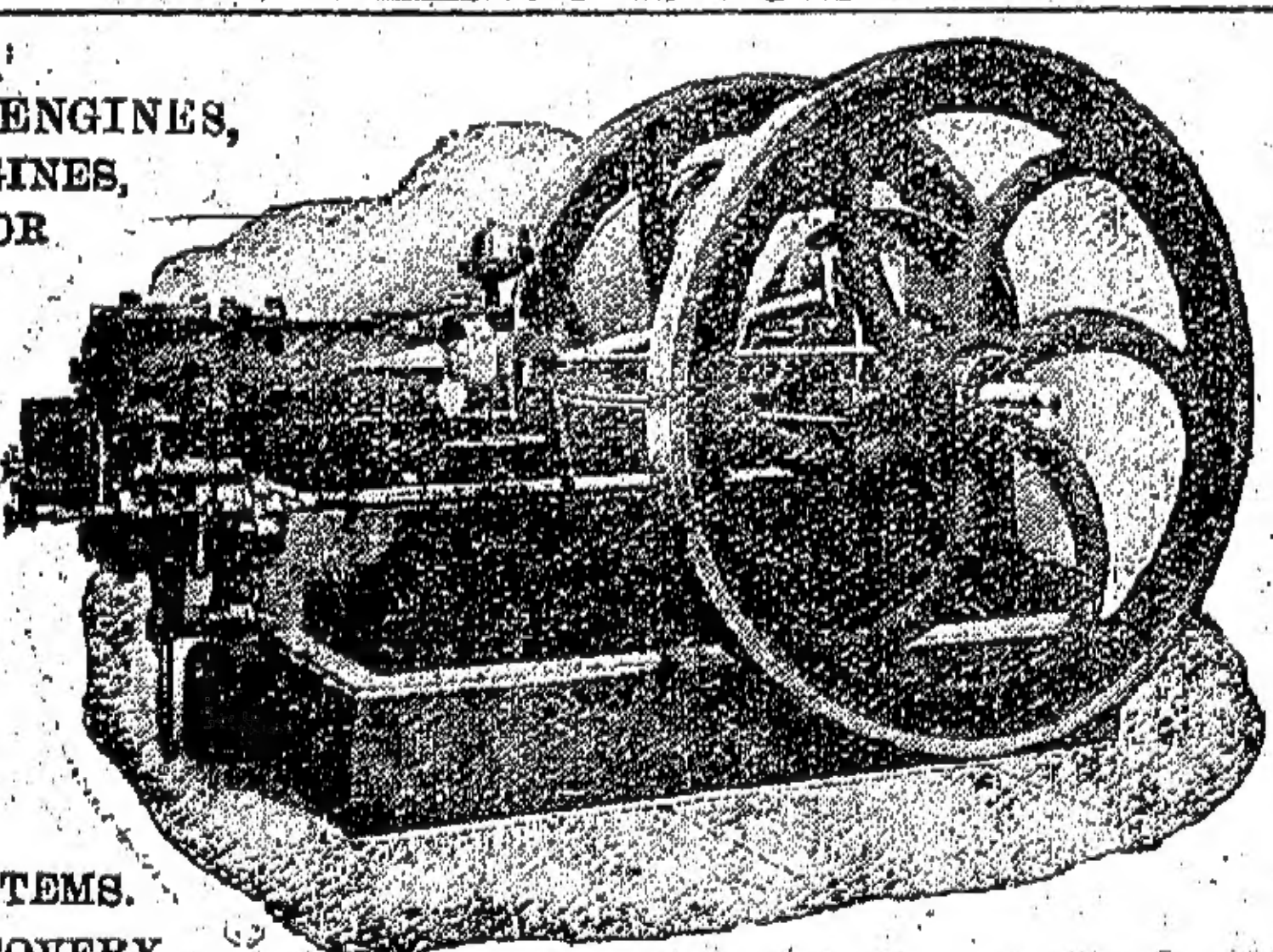
HAVE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,

YORK BUILDINGS.



TO-MORROW

11.30 A.M.—Races Meeting of Hongkong Jockey Club, at Happy Valley.

9 P.M.—Henry Dallas Theatre, at Theatre Royal.

FORTHCOMING EVENTS.

Tuesday, 21st Feb.—Eighty-Ninth Ordinary Half-Yearly Meeting of H.K. C.M. Steamboat Co., Ltd., Noon.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong and Shanghai Banking Corporation, at City Hall, Noon.

Saturday, 25th Feb.—Ordinary Half-Yearly Meeting of Hongkong Hotel Co., Ltd., 12.30 P.M.

Monday, 27th Feb.—Ordinary Yearly Meeting of Hongkong and Whampoa Dock Co., Ltd., Noon.

Tuesday, 28th Feb.—The Thirtieth Ordinary Meeting of Hongkong Ice Co., Ltd., Noon.

Wednesday and Thursday, 1st and 2nd March.—Annual Show of Hongkong Horticultural Society, in the Botanic Gardens.

Friday, 10th March.—Extraordinary General Meeting of Hongkong Fire Insurance Co., Ltd., 12.15 P.M.

OPIUM.

January 20th.

Malwa New	2,500/2,530 per picul.
Malwa Old	2,540/2,560 "
Malwa Older	2,570/2,580 "
Malwa V. Old	2,590/2,600 "
Persian fine quality	2,600/2,610 "
Persian extra fine	2,600 "
Patna New	2,675 per chest.
Patna Old	2,650 "
Banars New	2,650 "
Banars Old	2,620 "

ON SALE.

A TABLE OF THE
RATES OF EXCHANGE AT
HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Averages for 36 years From 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A, Des Vaux Road Central, Victoria, Hongkong; London Office, 131 Fleet Street, E.C.

BEAUTY IS ONLY ONE OF ITS MANY MERITS.
HALL'S SANITARY DISTEMPER
HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades.

It contains no lead, the fore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off.

It is washable three weeks after being applied.

It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working.

It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.

"The advantages